DOWNTOWN HANDBOOK OF PUBLIC IMPROVEMENTS

THE CITY OF CALGARY
PLANNING DEPARTMENT

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Introduction

1. Purpose

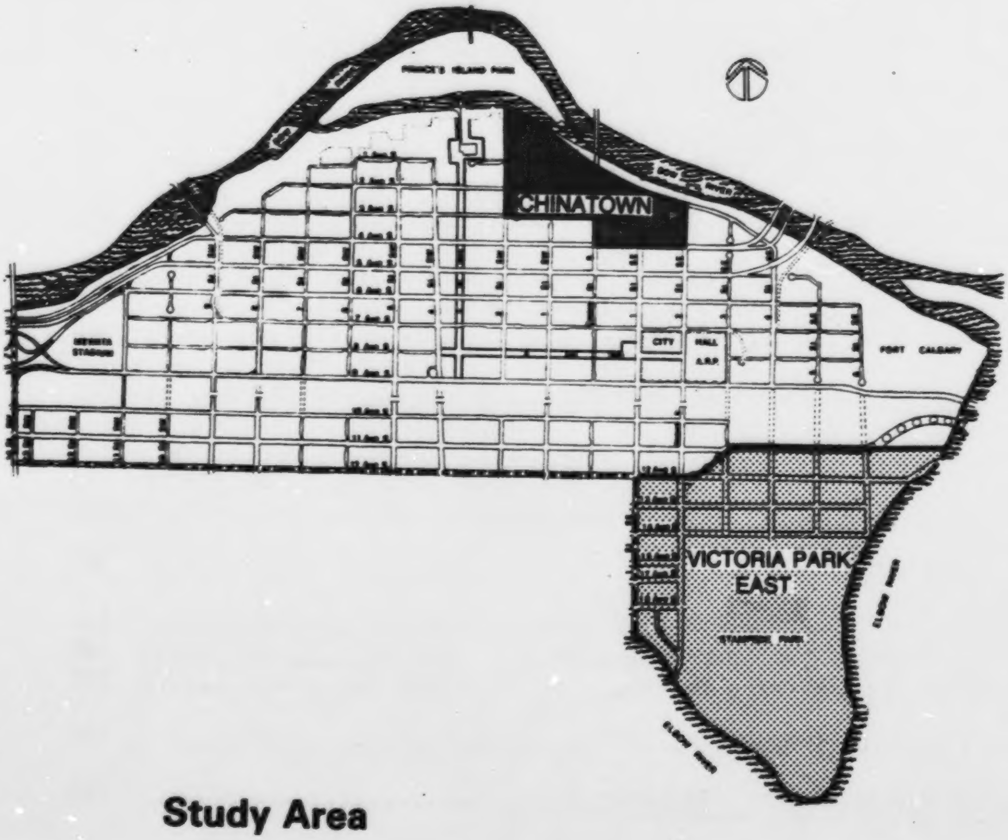
This "Handbook of Public Improvements" is intended to:

(a) provide background material pertaining to the logic, organization, components and quality of Downtown public systems, and

(b) serve as a manual which details the character and cost of first priority public improvements on a yearly basis.

The "Handbook" will be of interest to landowners, architects, Downtown residents and the City administration in that it identifies overall public systems and establishes public commitment to specific Downtown improvements. This document should be viewed in conjunction with:

- the Core Area Policy Brief (1982),
- the Downtown Plan (1979), and
- Area Redevelopments Plans for Chinatown and the Victoria Park East area, which are presently being developed.


PRINCE'S ISLAND PARK
BOW RIVER
CHINATOWN
MEWATA STADIUM
CITY HALL
A.R.P.
FORT CALGARY
VICTORIA PARK EAST
STAMPEDE PARK
ELBOW RIVER
ELBOW RIVER

Study Area

2. Study Area

The Core Area Policy Brief has defined the Downtown as an area generally between the Bow River and 12th Avenue South from 14th Street West to the Elbow River, with an extension into Victoria Park East bounded by 12th Avenue South, the Elbow River and 1st Street East.

This "Handbook" documents the various public systems for the entire area north of 12th Avenue South - that is, excluding Victoria Park East. In addition, public Action Plans are developed for all areas excluding Victoria Park East and Chinatown. These two sub-areas are being examined through separate planning processes, now underway.

3. Organization

The "Handbook" is organized into four parts:

PART A - PUBLIC SYSTEMS

Under Public Systems, the purpose, components, and overall characteristics are established for each of the following:

- o Transportation System,
- o Open Space,
- o Pedestrian Circulation,
- o Social/Recreational Systems.

PART B - ACTION PLANS

Under Action Plans, specific first priority physical improvements and program initiatives are outlined for various Downtown sub-areas. In each subsequent year, new priority items will be added and detailed. In addition, high priority public initiatives shall be identified for both Chinatown and Victoria Park East, to be included within statutory plans for each area.

PART C - FIRST PRIORITY PHYSICAL IMPROVEMENTS

First priority physical improvements are detailed, including cost estimates and potential sources of funding for each.

PART D - ADMINISTRATIVE FRAMEWORK

The administrative framework establishes a process for translating recommendations for physical improvements into annual budgets and work program action.

4. Renewable Character

The "Handbook" serves an on-going function by identifying overall public systems; specifying which improvements should happen first; and establishing a process for identifying and detailing future public initiatives on a yearly basis.

Part A Public Systems

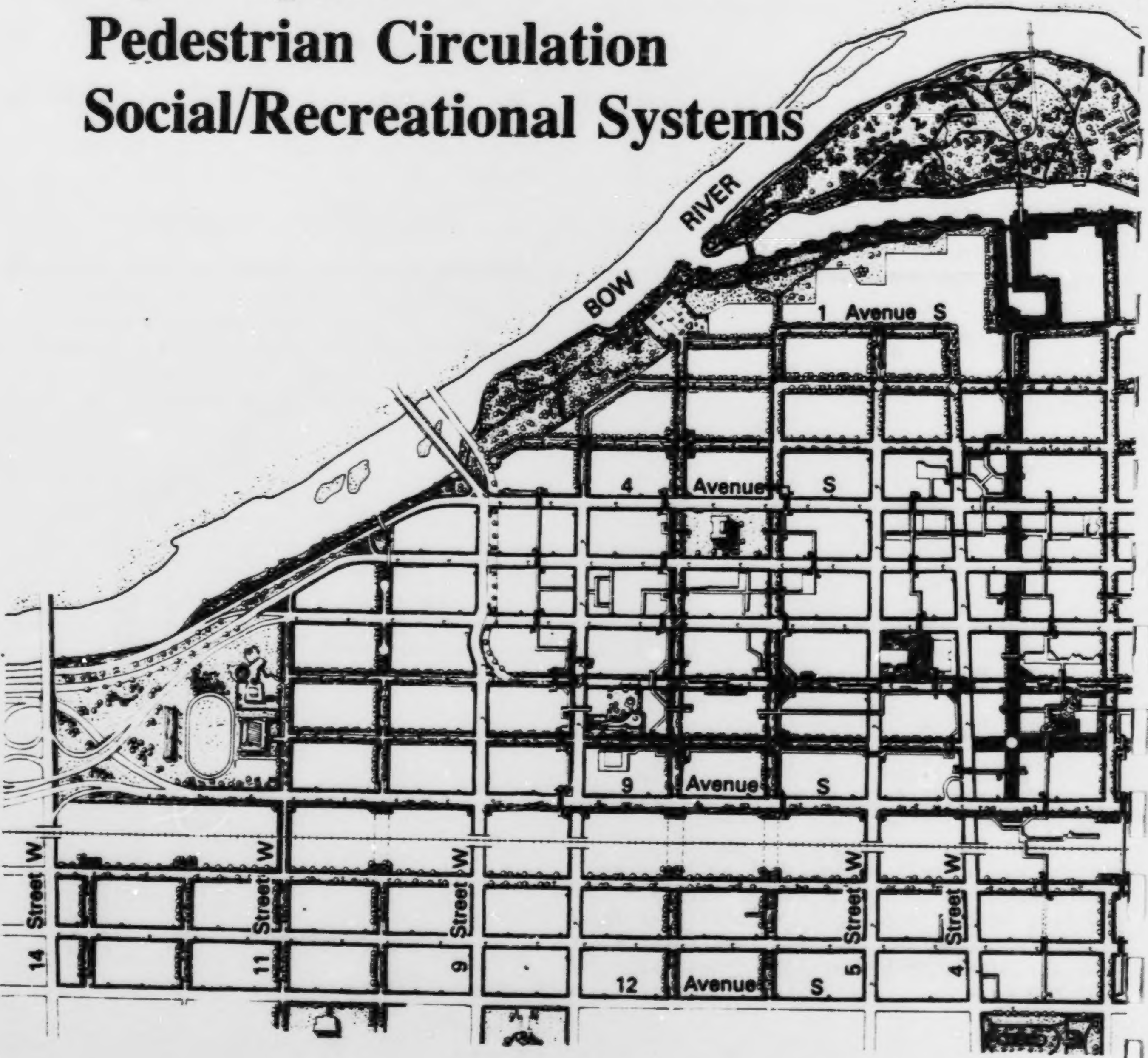
Context

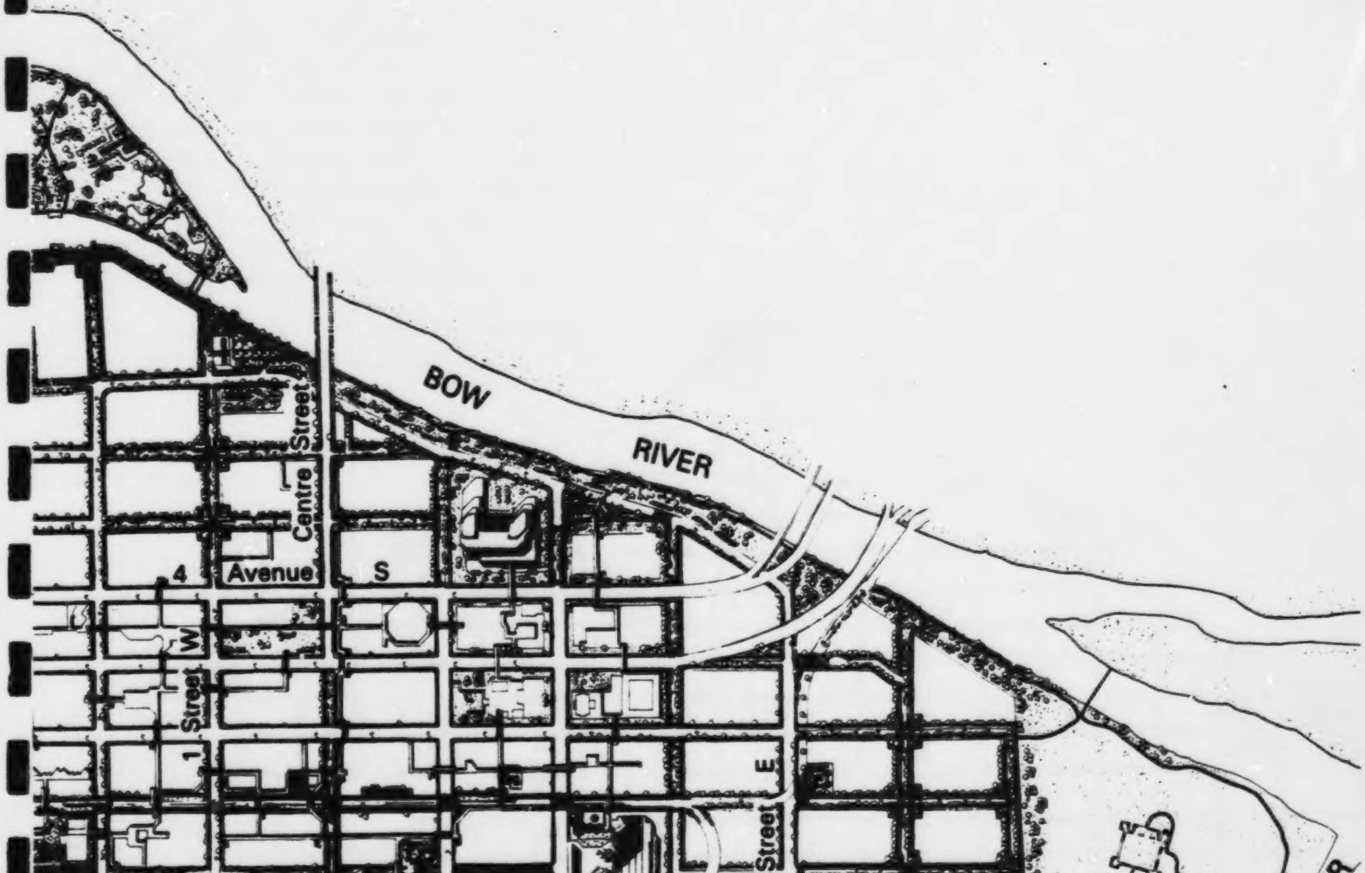
Transportation System

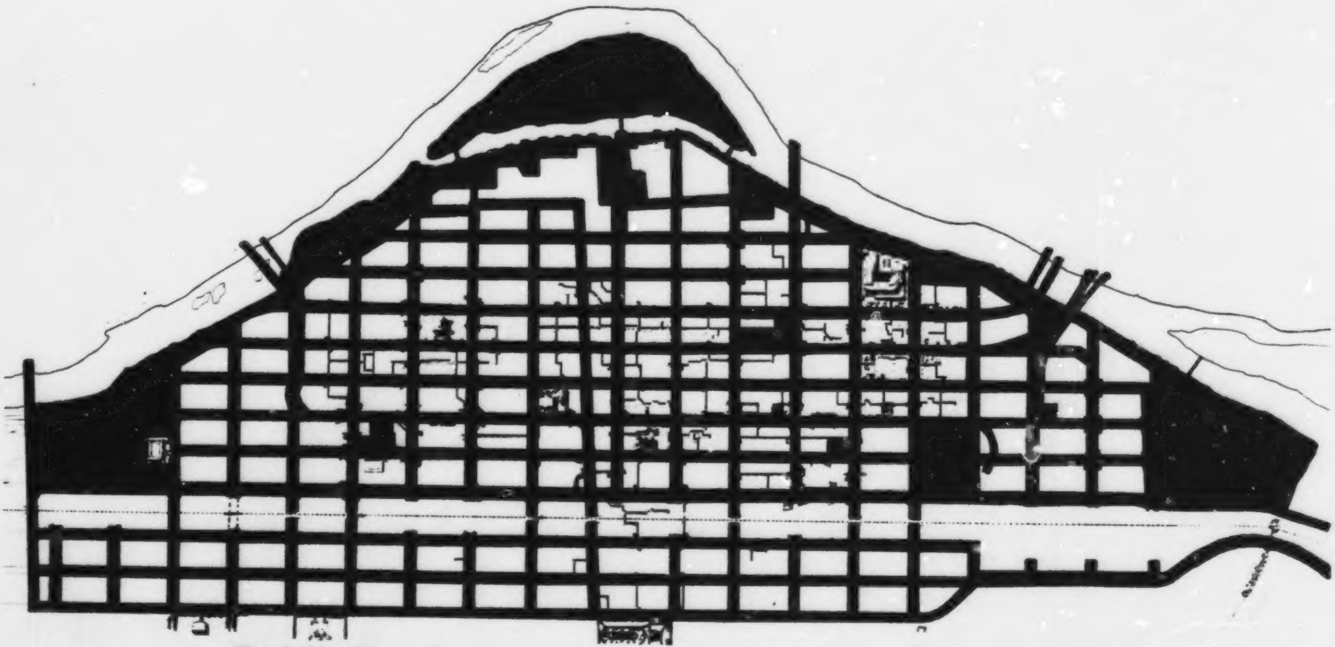
Open Space

Pedestrian Circulation

Social/Recreational Systems


BOW RIVER
1 Avenue S
4 Avenue S
9 Avenue S
12 Avenue S
14 Street W
11 Street W
9 Street W
5 Street W
4 Street W


BOW
RIVER
Centre Street
4 Avenue S
1 Street W
Street E
4
9 Avenue S
SE
Trail
Macleod
12 Avenue S
ELBOW
RIVER



Public Territory

Public Systems

Context

There is a substantial and direct public interest in the Downtown. Public land and services provide a context for living, working, playing, moving around and building within Downtown. It is a major component of the total Downtown land area and is used to provide parks, roads, sidewalks, pedestrian malls, transit, infrastructure and public buildings. There is also a public interest in accommodating a wide range of special needs, such as taxis, delivery services and handicapped pedestrians. Services include social programs for the elderly, recreational programs for residents, information services for employees, etc.

These areas of direct public interest are referred to as "PUBLIC SYSTEMS".

In developing this "Handbook", the first step has been to recognize that the public environment is deficient in many ways and must be improved. Consequently, very specific improvements to public property (streets, parks, etc.) and services are proposed in the form of Public Action Plans.

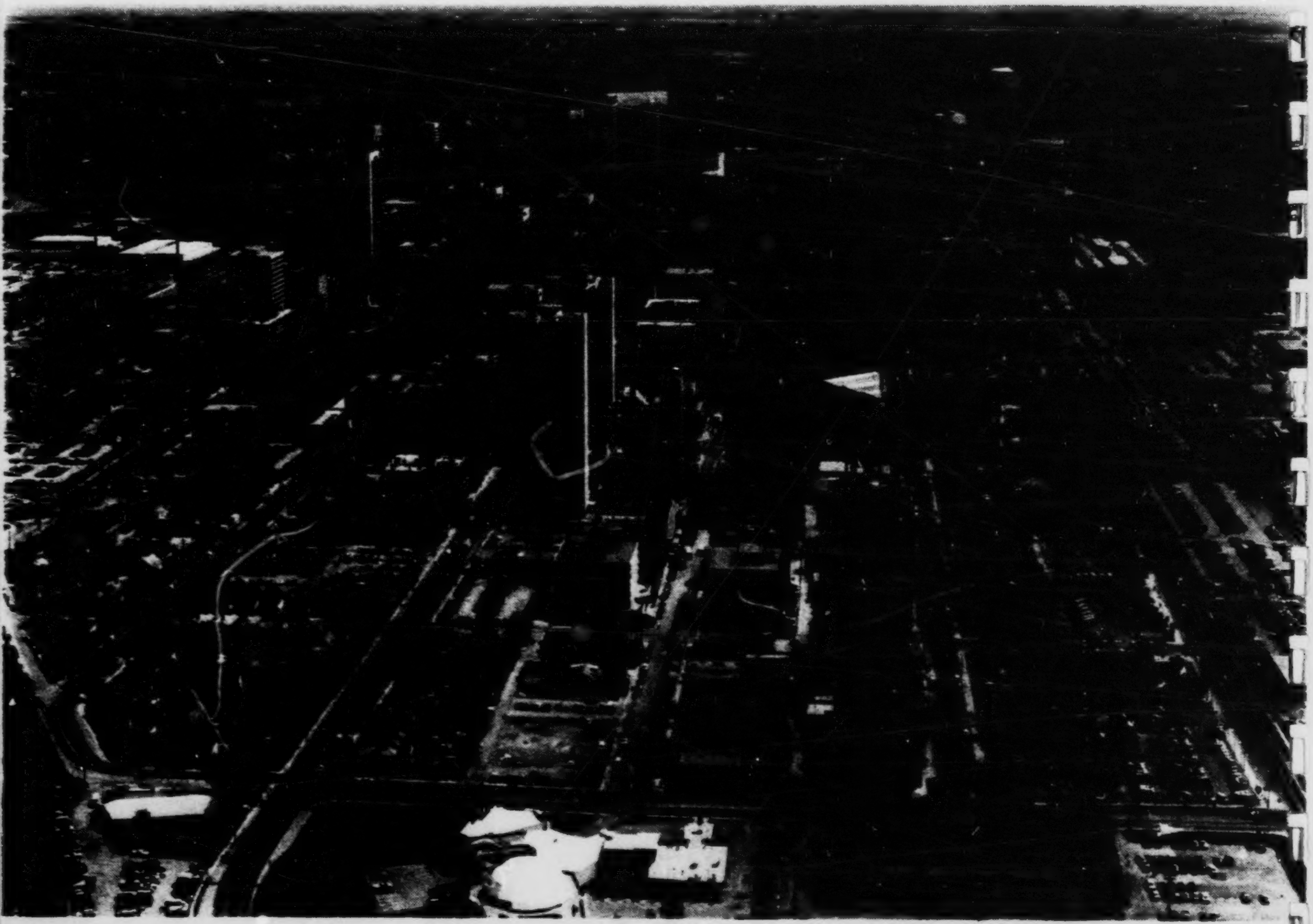
Action plans identify public initiatives on a priority basis in terms of their potential for high impact at low cost. In some cases, environmental objectives and corresponding rules, performance criteria and bonuses have been established within the Core Area Policy Brief so as to ensure the protection or enhancement of particularly important components of the public environment.

Additional monitoring and study is also required to ensure that the various circulation systems respond to the special needs of the handicapped as well as taxi and delivery services.

The Victoria Park East extension of the Core Area is being examined through a separate planning process, now under preparation. While the public systems have been developed in a comprehensive manner, the components in the Victoria Park area will be detailed within the separate community plan.

Transportation System

Background
Transit System
Roadway Network
Parking
Bicycle Paths
Summary



Background

The Downtown Plan (1979) established the following transportation policy directions:

(a) Improve the physical environment by restricting the use of private vehicles in Downtown pedestrian zones.

(b) Provide increased transit service to the Downtown in conjunction with policies for restricting long-term parking and place a lesser priority on the construction of Downtown access roadways.

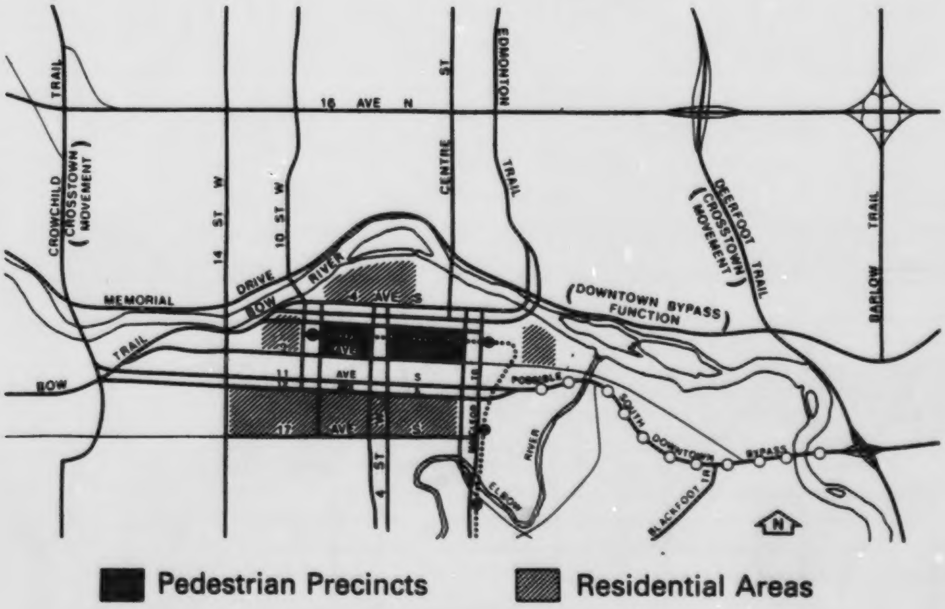
(c) Use existing facilities and infrastructure more efficiently by:

   - spreading out peak-volume periods;
   - strategically locating activities generating high traffic volumes; and
   - reducing the proportion of through traffic using Downtown streets.

(d) Facilitate city-wide movement of goods and services and improve the service-delivery system in the Downtown.

(e) Protect Inner City neighbourhoods from through traffic and spillover parking.

While the Downtown Plan (1979) also specified the necessary components of this system, it did not deal at any length with the qualitative aspects of the system. Dealing with the issue of "quality" is one of the prime objectives of this "Handbook".


16 AVE N
CROWCHILD TRAIL
(CROSSTOWN MOVEMENT)
14 ST W
10 ST W
CENTRE ST
EDMONTON TRAIL
DEERFOOT TRAIL
(CROSSTOWN MOVEMENT)
BARLOW TRAIL
MEMORIAL DRIVE
BOW RIVER
4 AVE S
(DOWNTOWN BYPASS FUNCTION)
BOW TRAIL
11 AVE S
17 AVE S
4 ST
ELBOW RIVER
SOUTH DOWNTOWN BYPASS
BLACKFOOT TR
N
■ Pedestrian Precincts
▨ Residential Areas

Conceptual Plan - Downtown Transportation

Preferred System of Downtown Plan (1979)

Transit System

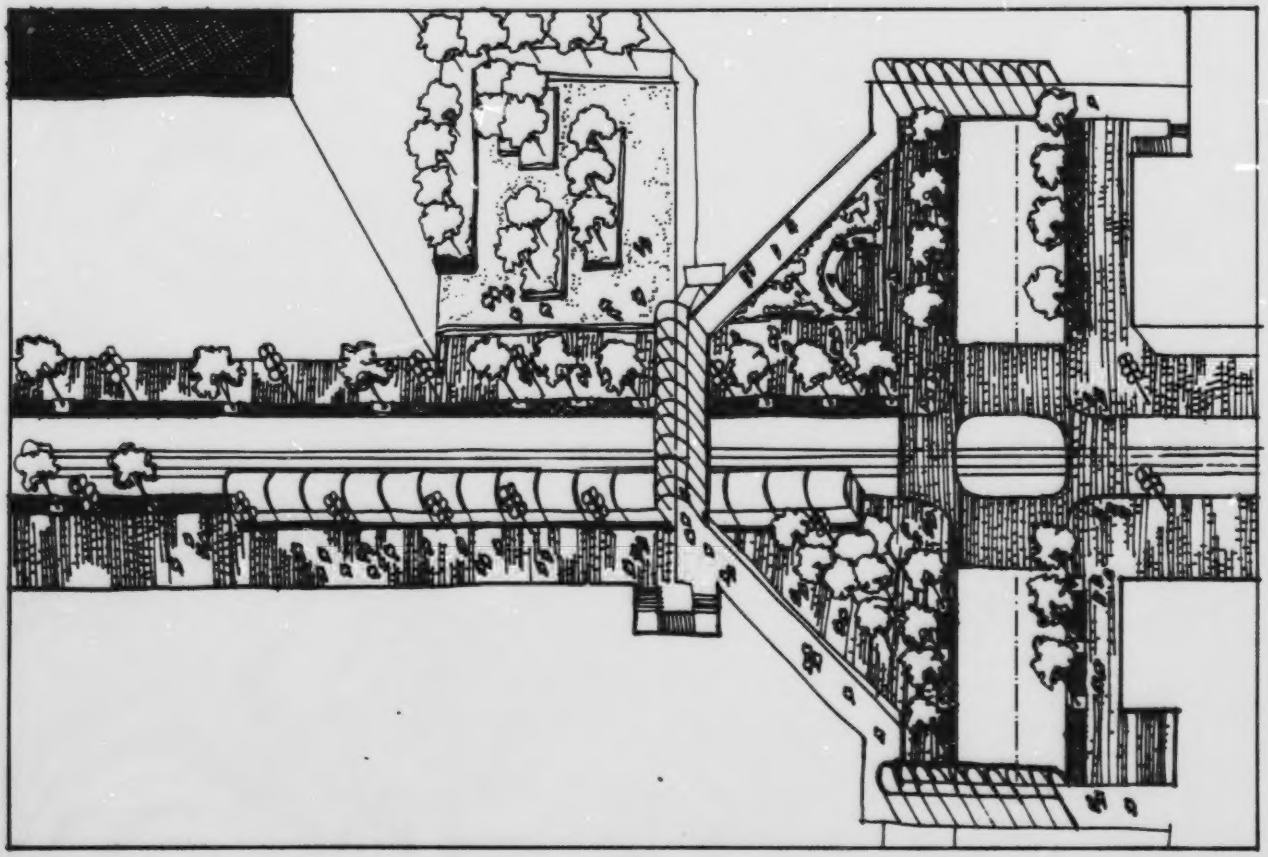
Public transit, including Light Rail Transit (L.R.T.) and buses, should become the dominant travel mode for commuters to Downtown during the 20 year planning period.

Most areas of the Downtown are presently well-served by bus routes, although the introduction of L.R.T. and road closures may result in some changes to existing routes.

Comfortable and sophisticated bus shelters as well as better, highly visible route information are essential in order to improve the image, reliability, quality and consequently the use of bus service.

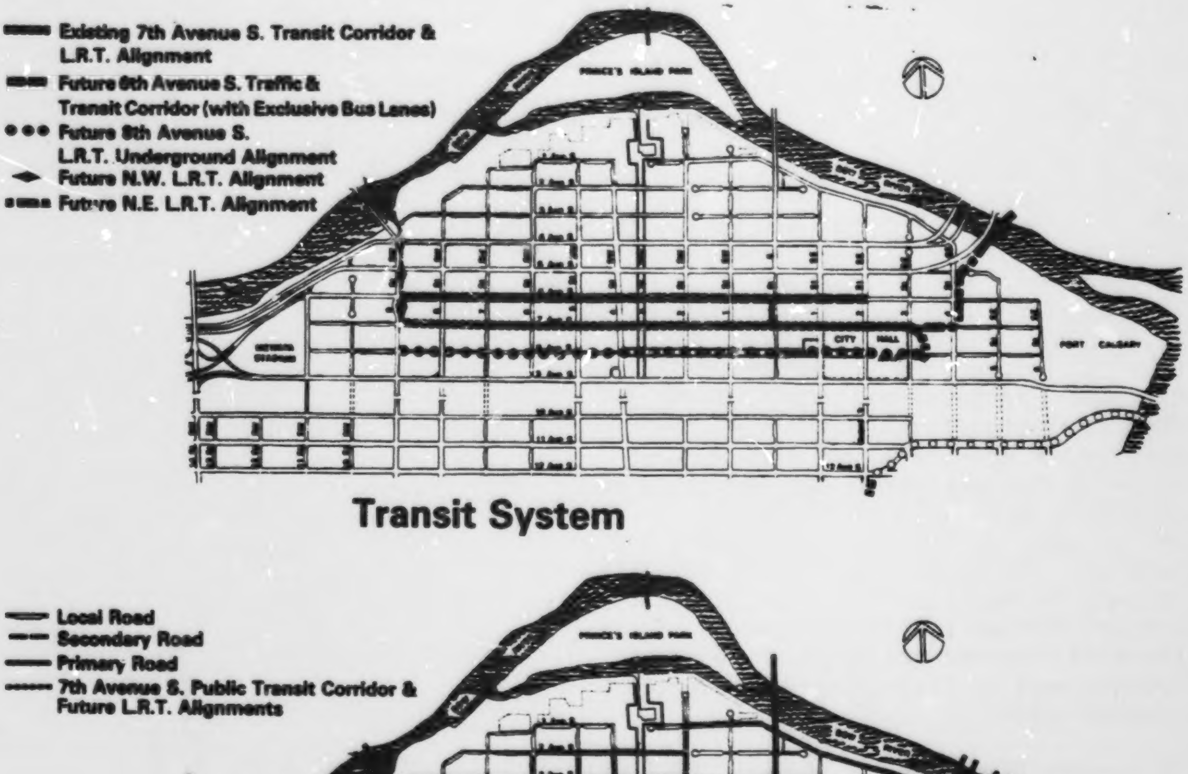
Land use controls and pedestrian circulation systems are designed to reinforce the transit system. The 7th Avenue Transit Corridor is considered particularly important in that it will serve as an entry and exit point to the Downtown for L.R.T. users. As such the 7th Avenue L.R.T. Corridor should:

o provide a comfortable, colorful and bright pedestrian environment;
o be able to accommodate high density development;
o function as a focus for the +15 system.

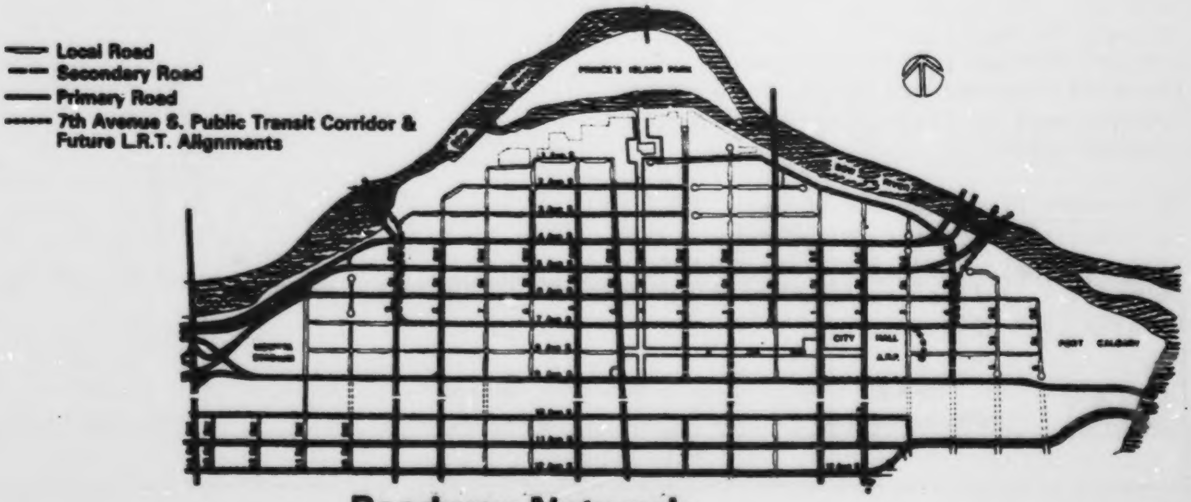


Roadway Network

The Downtown Plan (1979) established the function and hierarchy of various roads within the Downtown. This "Handbook" is more specific about the character of local, secondary and primary roads. The philosophy remains constant. Essential traffic into and through the Downtown is accommodated on primary roads; secondary roads serve a distribution function and allow for some measure of pedestrian improvement; local roads have a minimal amount of the right-of-way devoted to car use. Pedestrian precincts result from the combined effect of a number of local roads in close proximity. Within these precincts the pedestrian has priority, the sidewalks are wide and roads are sometimes closed to through traffic.


Existing 7th Avenue S. Transit Corridor & L.R.T. Alignment
Future 6th Avenue S. Traffic & Transit Corridor (with Exclusive Bus Lanes)
Future 8th Avenue S. L.R.T. Underground Alignment
Future N.W. L.R.T. Alignment
Future N.E. L.R.T. Alignment
PRINCE'S ISLAND PARK
CITY
HALL
FORT CALGARY

Transit System


Local Road
Secondary Road
Primary Road
7th Avenue S. Public Transit Corridor & Future L.R.T. Alignments
PRINCE'S ISLAND PARK
CITY
HALL
FORT CALGARY

Roadway Network

a. Local Roads

Local roads provide the greatest flexibility and potential for improving the pedestrian environment in that their function is limited to providing access to abutting properties, and some transit where necessary.

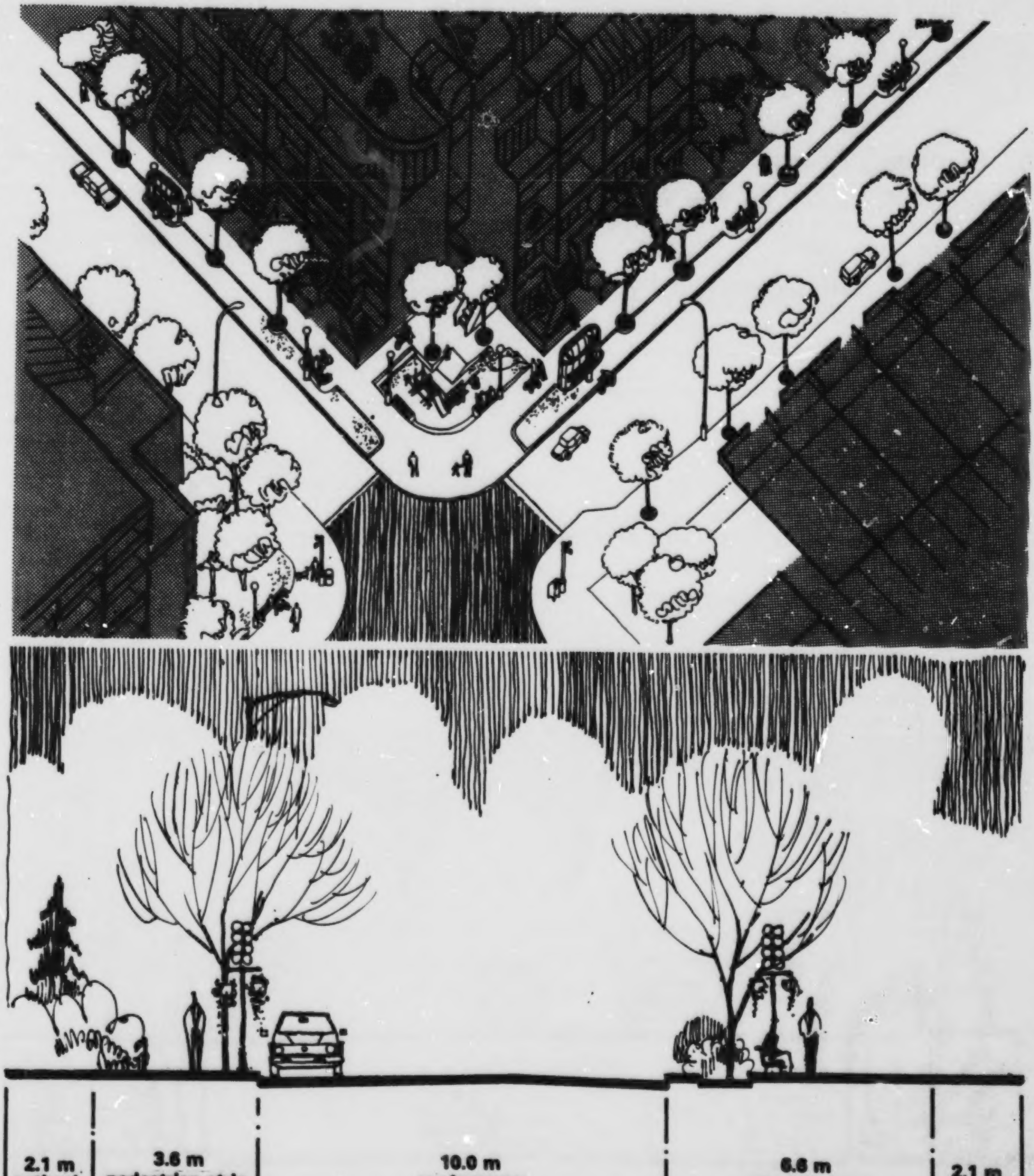
General characteristics of local roads:

- Public Right-of-Way
  - 24.384 metres
- Carriage Way
  - 10.0 metres maximum, (1 lane in each direction)
- Parking
  - on one side of the road
- Access to individual buildings
  - limited from the street to ensure pedestrian continuity, and therefore usually from the lane

In residential areas, local roads are intended to function as residential streets. The pavement width is normally reduced to accommodate two moving lanes of traffic and parking on one side of the street. Sidewalk widths are increased to provide a more comfortable public environment and area for landscaping and seating. Strategic closures are possible in certain locations in such a way as to prevent through traffic intrusion. These proposed closures are to be reviewed and brought back to City Council for further consideration.

In commercial areas, the roadway width is substantially reduced to increase usable open space at grade and to accommodate pedestrian traffic generated by high density land uses.

The sidewalk width is not necessarily identical on both sides of the road. In some cases, depending on existing buildings or environmental conditions, one side is favoured as a pedestrian area. Normally on Streets, the east side is the favoured location, in that it offers afternoon sun. On Avenues, the north side is normally preferred because it is exposed to better sun conditions during most of the day. On local streets, parking should stop short of the corner to allow the sidewalk's extension into the intersection so as to increase the holding area available for pedestrians crossing and to reduce traffic incursions.


2.1 m
setback
3.6 m
pedestrian strip
10.0 m
carriageway
6.6 m
pedestrian strip
2.1 m
setback
24.384 m
right-of-way

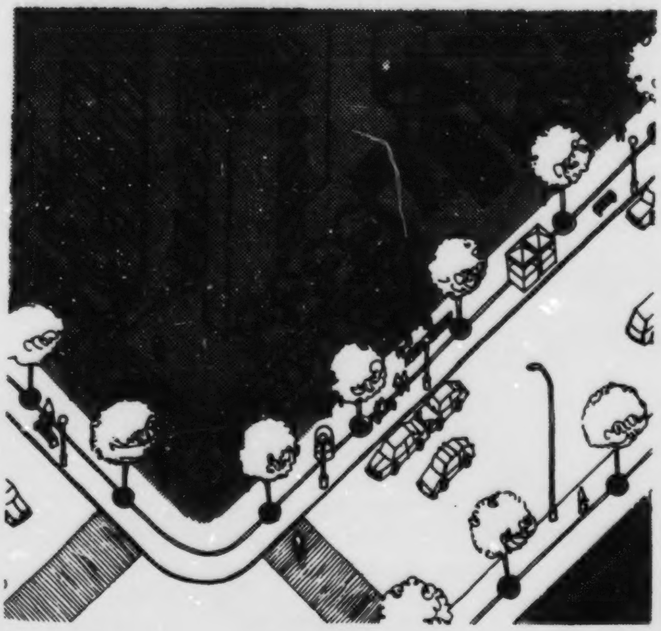
Local Road

b. Secondary Roads

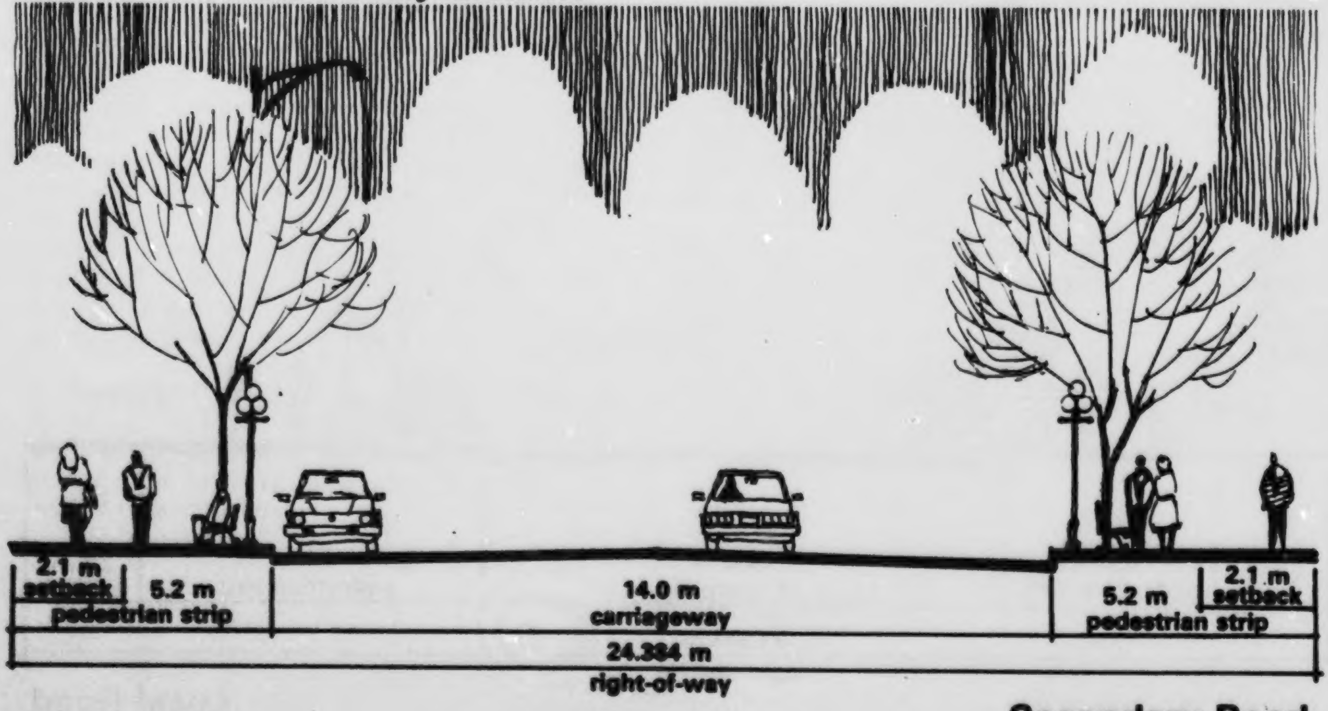
Secondary roads should function as distributors, channelling traffic from primary to local roads.

General characteristics of secondary roads:

- o Public Right-of-Way
  - 24.384 metres
- o Carriage Way
  - 14.0 metres maximum, (2 lanes in each direction)
- o On-street Parking
  - during off-peak hours, so as to restrict through traffic movements and to accommodate short-term parking demands
- o Access
  - direct access to individual properties allowed



In limited instances, a fifth lane may be added to portions of secondary roads in order to accommodate turning movements.


2.1 m
setback
5.2 m
pedestrian strip
14.0 m
carriageway
5.2 m
2.1 m
setback
pedestrian strip
24.384 m
right-of-way

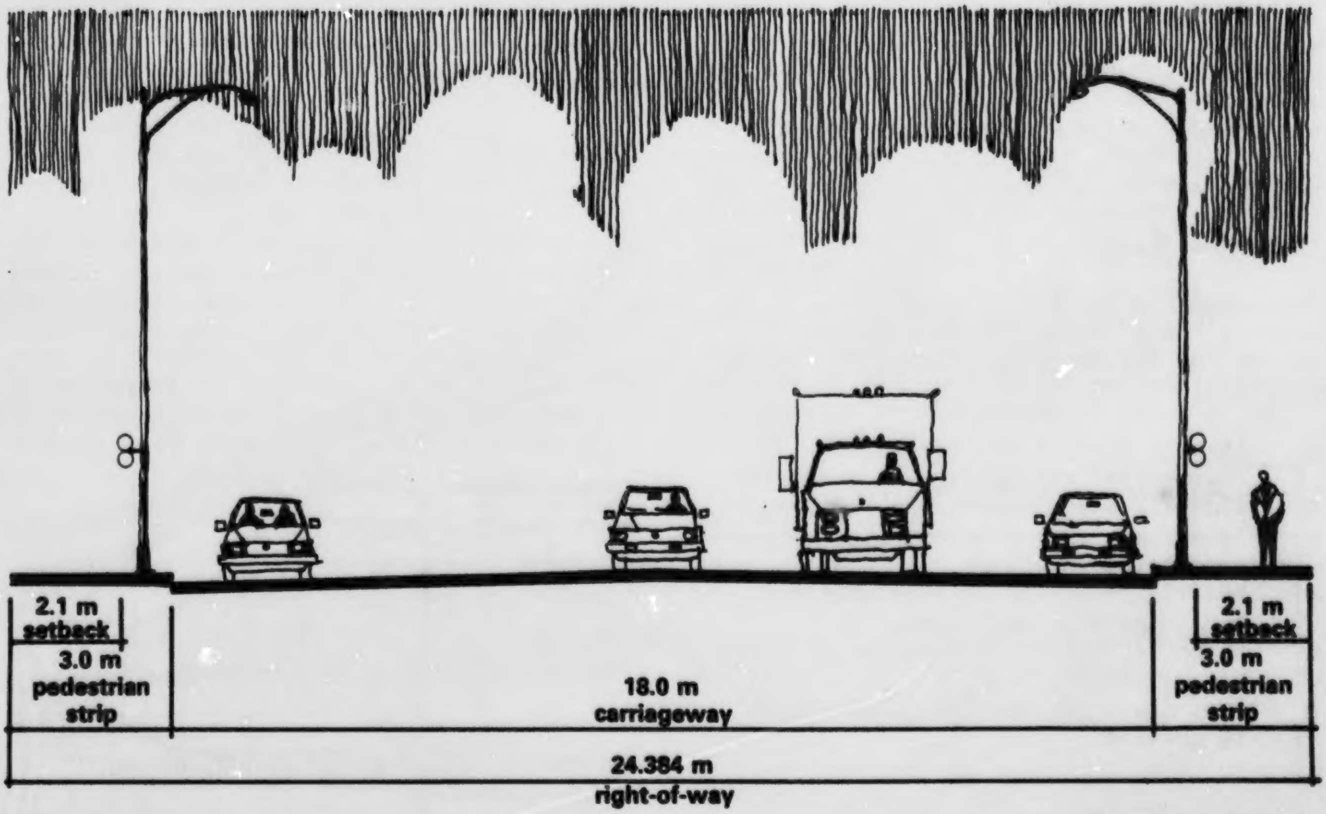
Secondary Road

c. Primary Roads

Primary roads should accommodate the bulk of traffic destined for Downtown. As such, they are clearly designed to accommodate vehicles rather than pedestrians. To the extent possible, alternative pedestrian routes avoiding primary roadways have been developed. Still, sidewalk improvements aimed at providing a safe and comfortable walking environment along primary roads are achieved through the design of the adjacent building edge, (for example, through arcades).

General Characteristics of Primary Roads:

- Public Right-of-Way
  - 24.384 metres
- Carriage Way
  - 18.0 metres maximum
- On-street Parking
  - limited to weekends and after 7:00 p.m.
- Access to development
  - possible directly from Avenues


2.1 m setback
3.0 m pedestrian strip
18.0 m carriageway
2.1 m setback
3.0 m pedestrian strip
24.384 m right-of-way

Primary Road

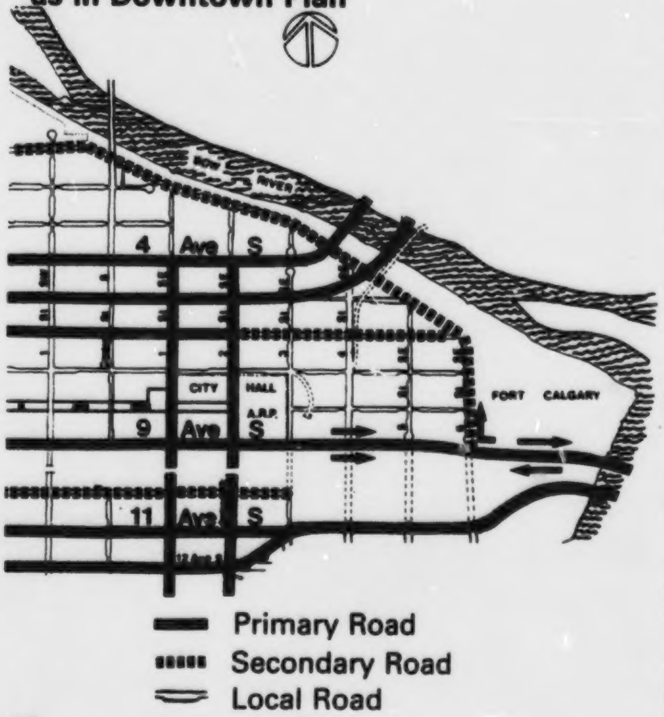
The only major change from the approved Downtown Plan (1979) occurs in the secondary system in the East End residential precinct. The plan established 6th Street East as a secondary road providing access from 9th Avenue South along Fort Calgary to the Riverbank and then west to 2nd Street.

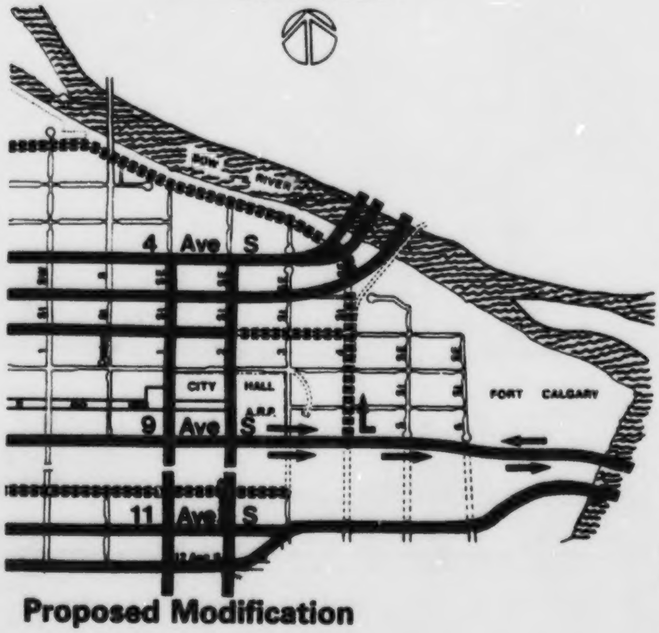
This alignment effectively isolated the residential precinct in the East End from major natural amenities which were, in fact, critical to the establishment of the residential precinct. A simple alternative has been developed to remove this barrier. 6th Street East is redesignated as a local street; 4th Street East assumes the role of 6th Street East and becomes a secondary thoroughfare, connecting 9th Avenue directly to the Riverbank at 3rd Avenue East. 6th Avenue, which was previously designated as a secondary route from 3rd Street East to 6th Street East, retains this designation west of 4th Street East but becomes a local road from 4th Street East to 6th Street East.

The network of local, secondary and primary roads throughout the Downtown allows the following objectives to be realized:

- through traffic is reduced in residential and pedestrian precincts,
- sidewalk environments are improved,
- open space is created in high volume pedestrian locations,
- traffic flows are well-related to public parking corridors,
- potential L.R.T./automobile conflicts are minimized, and
- some on-street parking (short-term) is created.

as in Downtown Plan


BOW RIVER
4 Ave S
CITY HALL
A.R.P.
FORT CALGARY
9 Ave S
11 Ave S
12 Ave S
Primary Road
Secondary Road
Local Road


BOW RIVER
4 Ave S
CITY HALL
A.R.P.
FORT CALGARY
9 Ave S
11 Ave S
12 Ave S

Proposed Modification

Parking

The Downtown Plan 1979 and more recently the Core Area Policy Brief both established an approach regarding the amount of parking required Downtown, the location of the parking and its control.

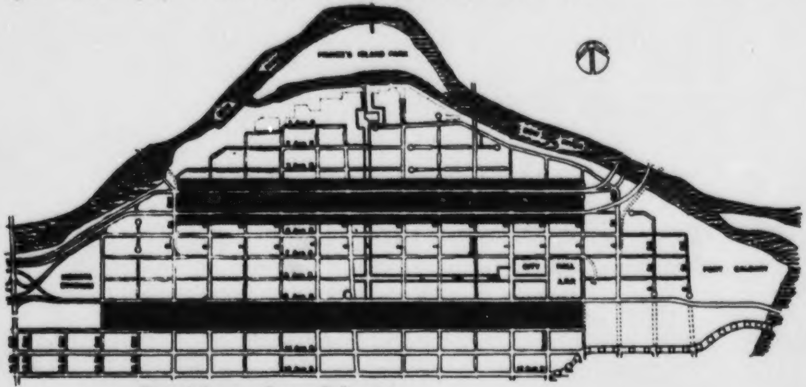
The total amount of parking required should be based on a desired transit/car modal split. That is, additional parking facilities should only be provided for those persons who cannot reasonably be served by the transit system.

In terms of location, the Downtown Plan (1979) identified parking corridors as suitable locations for the concentration of parking. In the approval of the Core Area Policy Brief, City Council extended the northern parking corridor to include both sides of 4th and 5th Avenues South. Parking in these locations would result in a minimal disturbance to surrounding land uses and activities and would relate directly to the pedestrian and automobile movement systems.

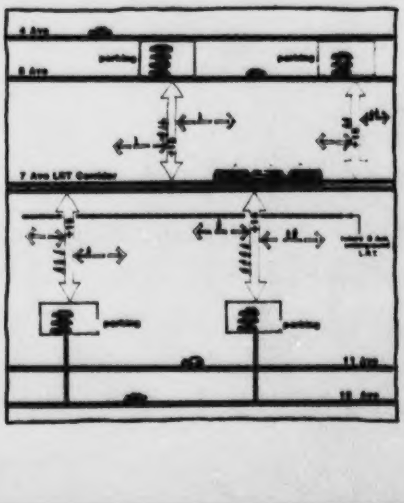
The hierarchy of roads and consequent pedestrian improvements within the Downtown are only possible if a significant portion of the long-term parking requirements can be situated in locations which are immediately accessible from the major east-west primary couplet systems: (a) from the lane between 3rd and 4th Avenues S. to the lane between 5th and 6th Avenues S.; and (b) between 9th and 10th Avenues S. Within this area, the development of parking structures may be possible on public land or through joint public and private initiative.

The concentration of parking has additional benefits in terms of establishing public recognition of appropriate places to look for parking, instead of requiring visitors to search desperately and aimlessly for a spot. Consolidation of parking in predictable locations should address the perceived deficiency of parking by merchants and shoppers.

Attempting to accommodate the required parking within all individual developments would require large carriageways throughout the Downtown and result in lost opportunities for significant pedestrian improvements. The Downtown Plan (1979) specified that the City should limit the amount of parking provided on site, require a cash-in-lieu payment for the amount not provided on site and finally use these funds to provide publicly controlled parking along the corridors. The Core Area Policy Brief designated a portion of the Downtown as warranting this restriction on the amount of parking allowed on-site.



Parking Corridors



Bicycle Paths

The Downtown Plan (1979) emphasizes the need to provide safe, continuous bicycle access into the Downtown for both leisure and work trip purposes. There are several components to the bike path system:

- the Riverbank trail system (for pedestrians and cyclists),
- improved bicycle connections into the Commercial Core from the Riverbank and from the area to the South of the C.P.R. tracks,
- bikeways along local roads, and
- the provision of bicycle storage facilities throughout Downtown.

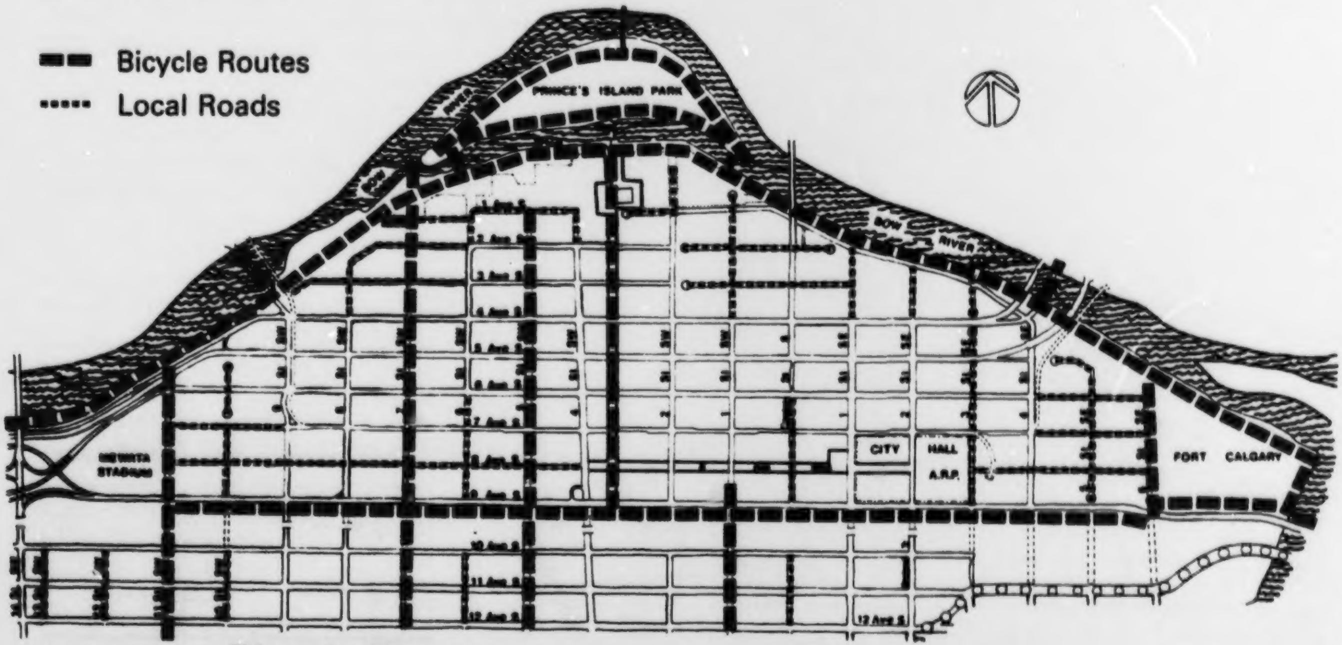
The trail system along the Riverbank should be hard surfaced, well-lit and at least 3 metres wide. The 3rd Street Mall provides a direct connection for cyclists from the Riverbank to the Commercial Core. Along local roads, bicycle routes should be clearly marked and share road space with vehicles.

Summary

In order to implement this plan, significant improvements must be undertaken to the transportation system within and connecting to the Downtown.

These improvements will include:

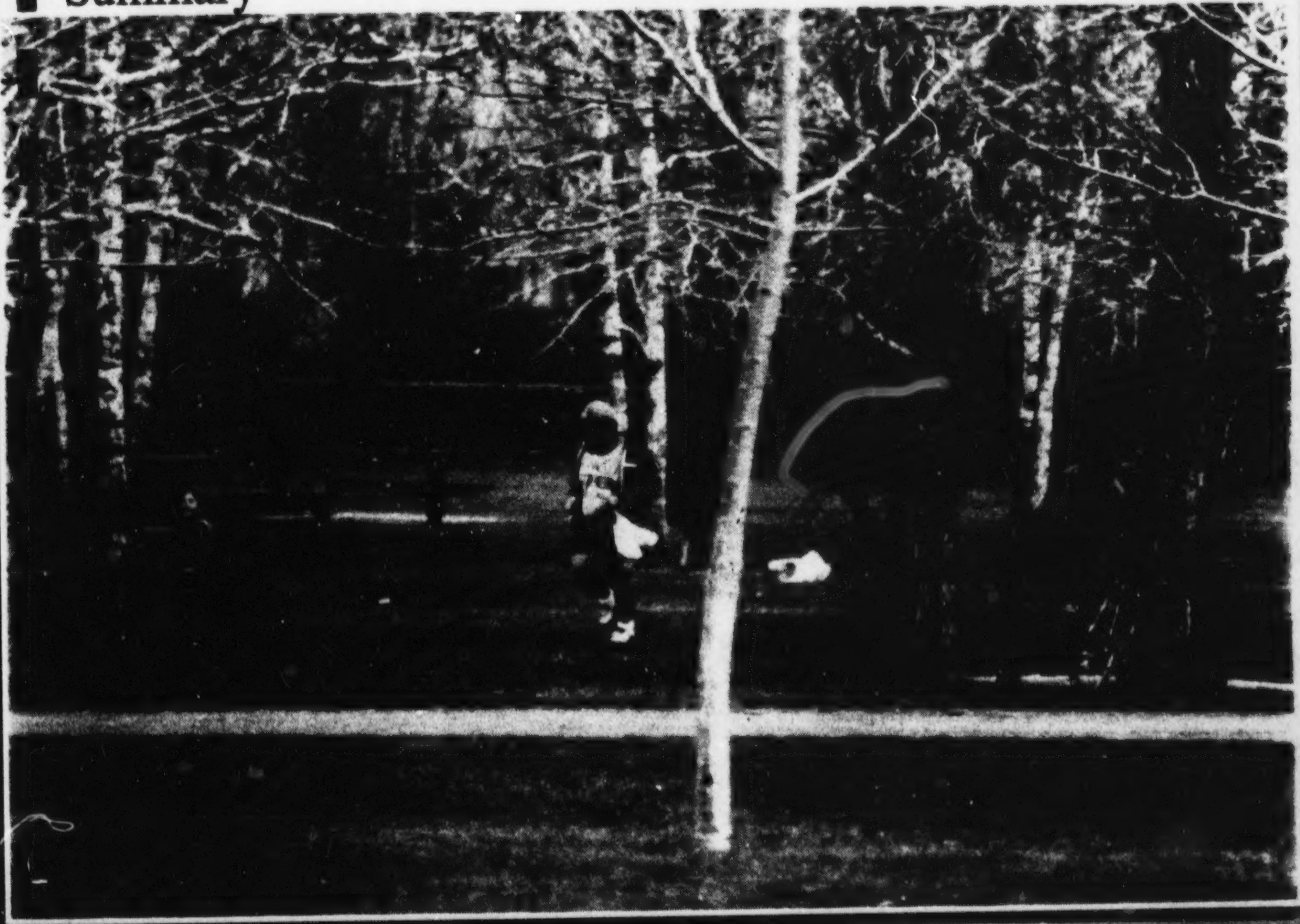
(1) improvements to the primary road system;
(2) the connection of 11th and 12th Avenues to Deerfoot Trail in the east and to Crowchild Trail in the west;
(3) the connection of Bow Trail to 4th and 5th Avenues S.;
(4) improvements to the quality of the bus system;
(5) completion of bicycle paths; and
(6) L.R.T. System expansion.

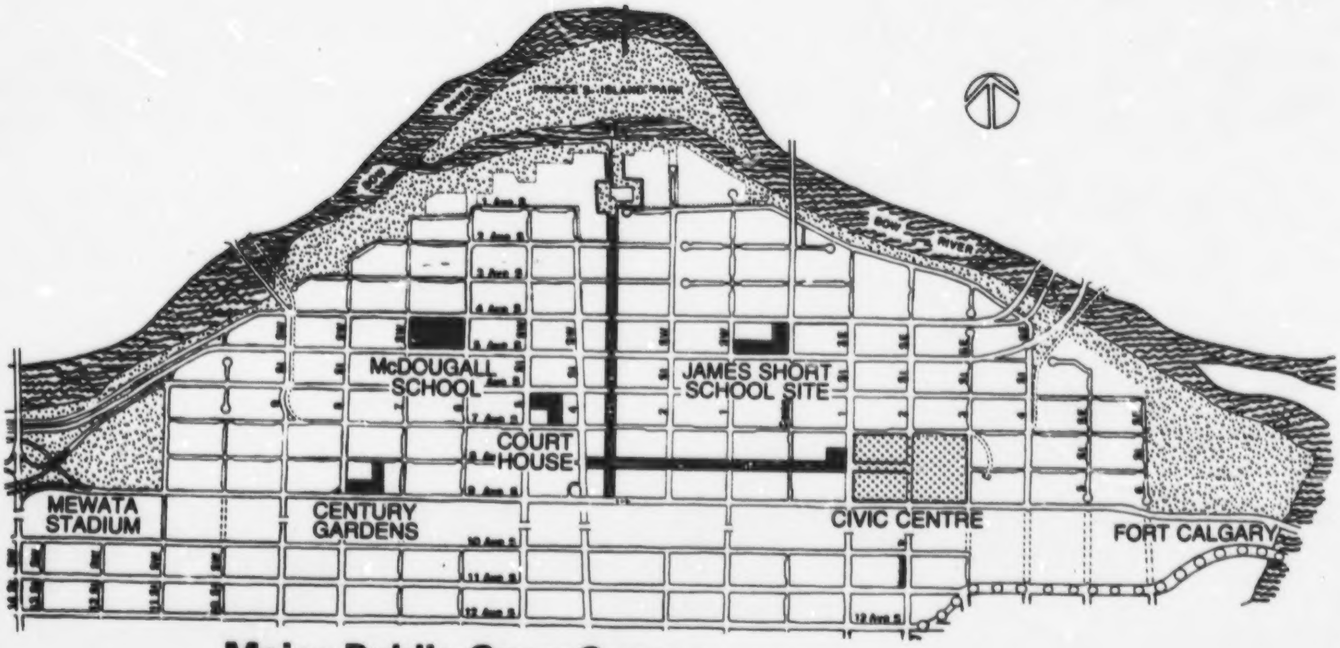


Bicycle Routes

Open Space

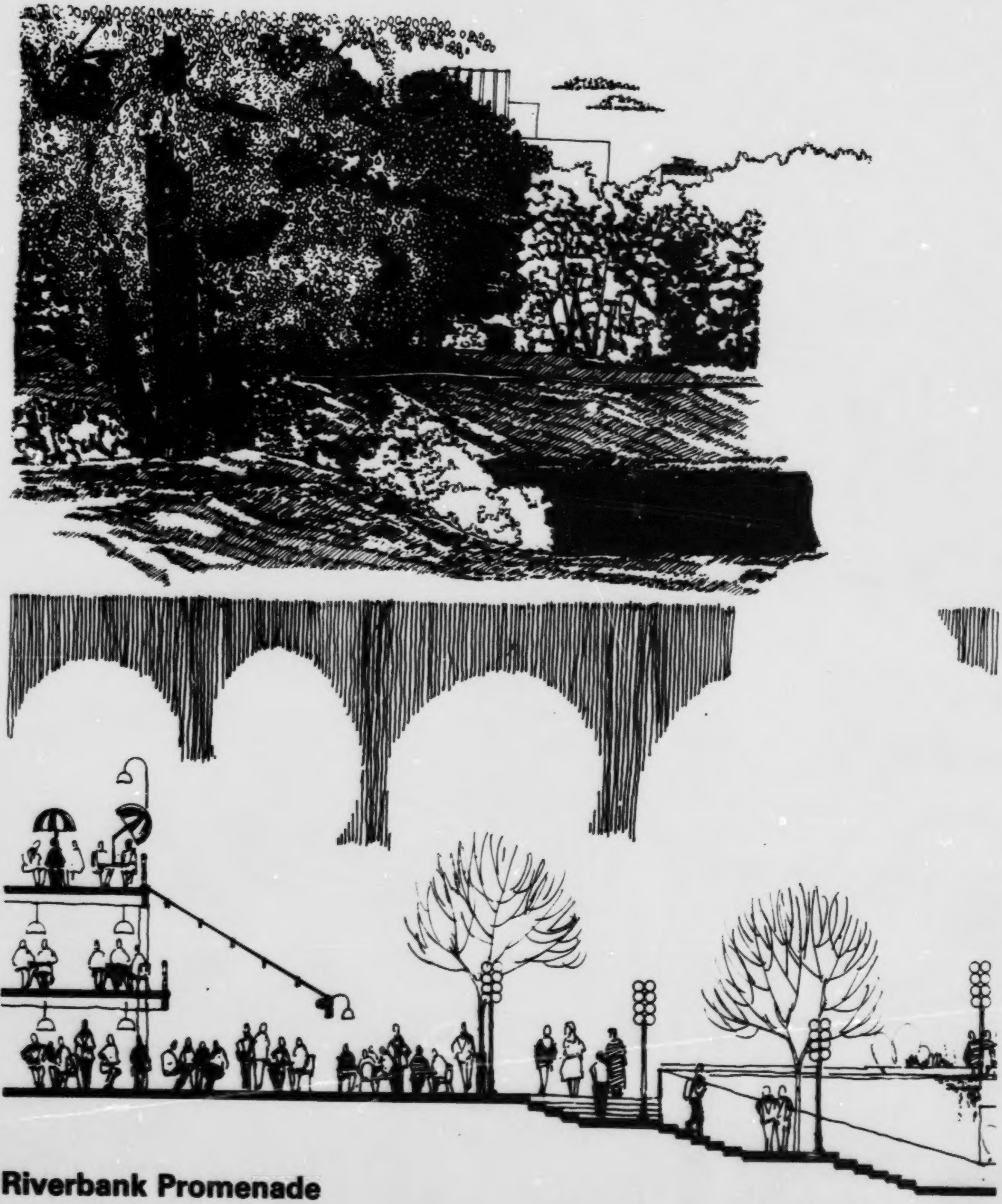
- Riverbank
- Pedestrian Malls
- 7th Avenue Transit Corridor
- Additional 8th Avenue Improvements
- 4th Street East
- Open Space in Residential Precincts
- Other Components
- Summary



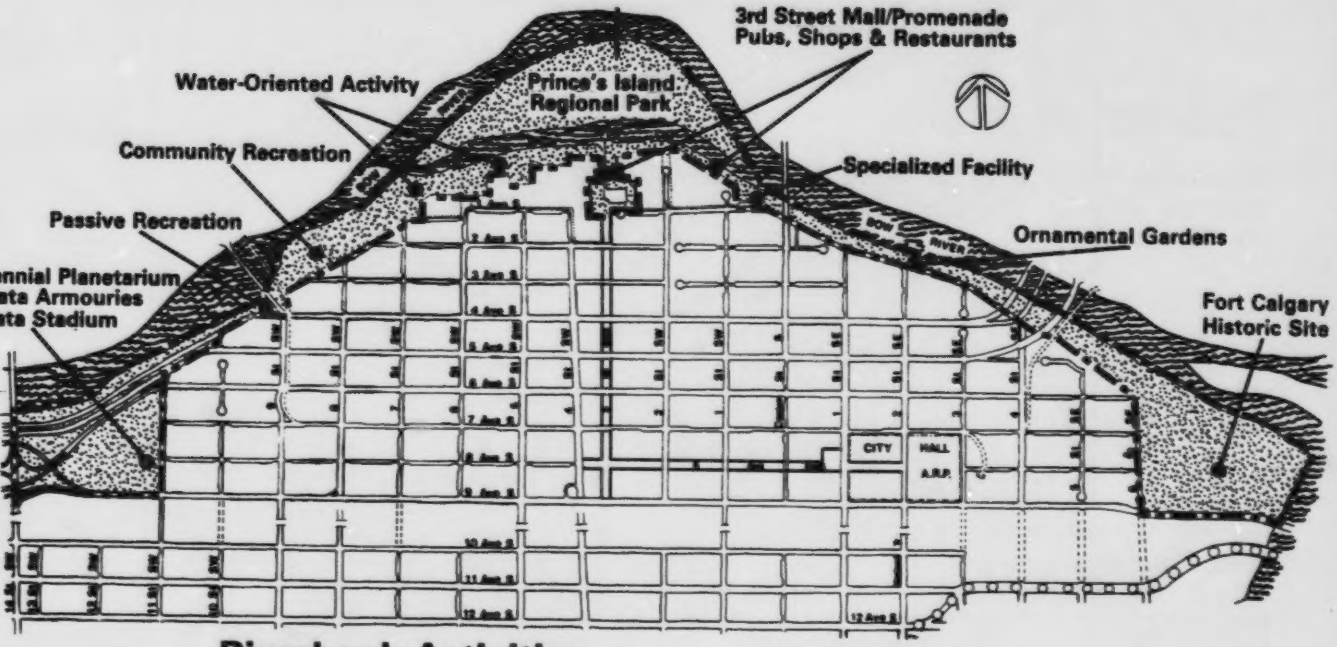

BOW RIVER
McDOUGALL SCHOOL
JAMES SHORT SCHOOL SITE
COURT HOUSE
MEWATA STADIUM
CENTURY GARDENS
CIVIC CENTRE
FORT CALGARY

Major Public Open Spaces

Open space is both an amenity and a necessity within the Downtown. A well-connected open space system can provide recreational areas as well as important pedestrian connections between different parts of the Downtown. The approach has been to draw on the unique attributes of existing spaces and to provide a mix of active and passive, "natural" and "urban" settings. Grade-level and +15 open spaces should reinforce each other to create a continuous system. New additions to the open space network are strategically located and developed to achieve an open space pattern for the Downtown which has purpose, continuity and legibility.



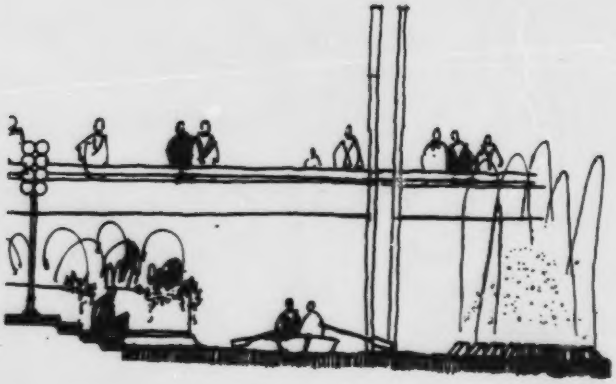
Riverbank Promenade


3rd Street Mall/Promenade
Pubs, Shops & Restaurants
Water-Oriented Activity
Prince's Island Regional Park
Community Recreation
Specialized Facility
Passive Recreation
Ornamental Gardens
Centennial Planetarium
Mewata Armouries
Mewata Stadium
Fort Calgary Historic Site
BOW RIVER
CITY HALL
A.R.P.

Riverbank Activities

Riverbank

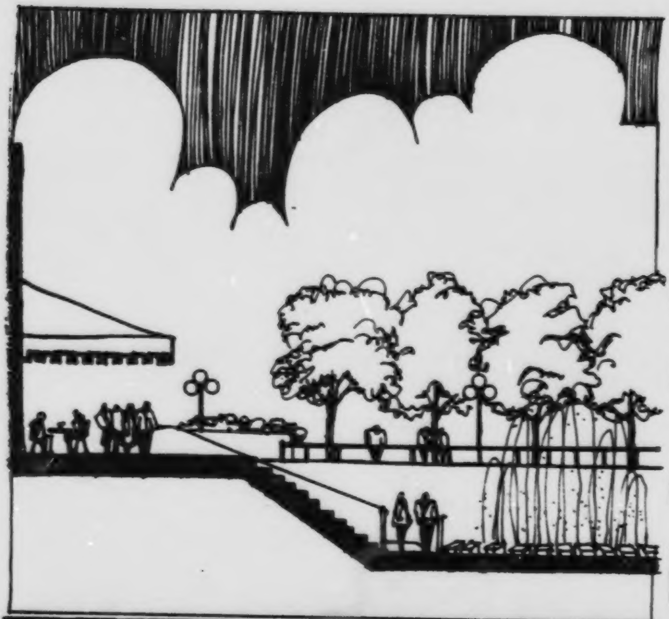
The open space system has within it a continuous Riverbank park which includes Prince's Island, Mewata in the West End and Fort Calgary in the East End. As indicated in the Riverbank Chapter of the Core Area Policy Brief, this area serves a variety of functions of both an active and passive recreational nature. It provides secluded places to sit, walking and bicycle trails as well as a distinctively urban setting for activities such as restaurants, boutiques and possibly a Farmers' Market.

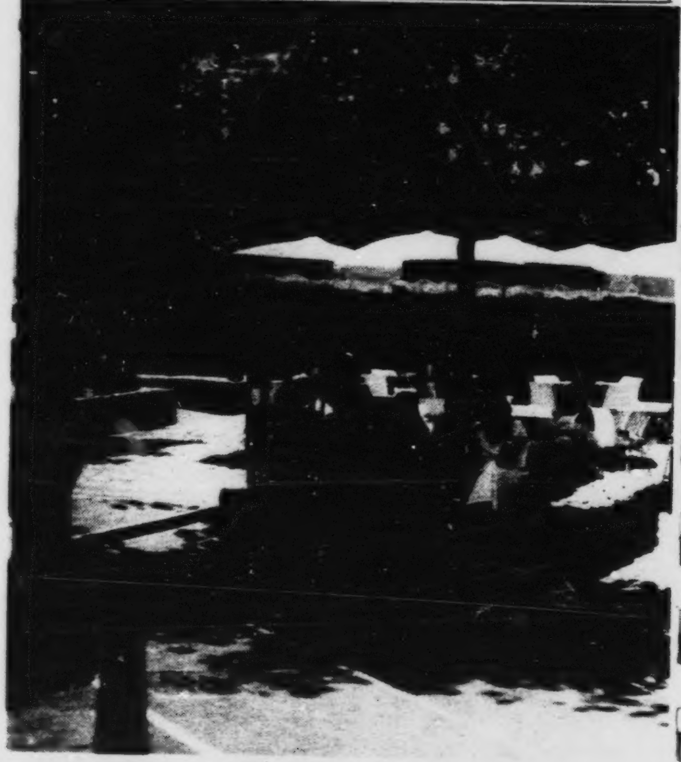


Pedestrian Malls

Pedestrian malls both serve as both shopping streets and open spaces within the Core area.

a. 3rd Street Mall

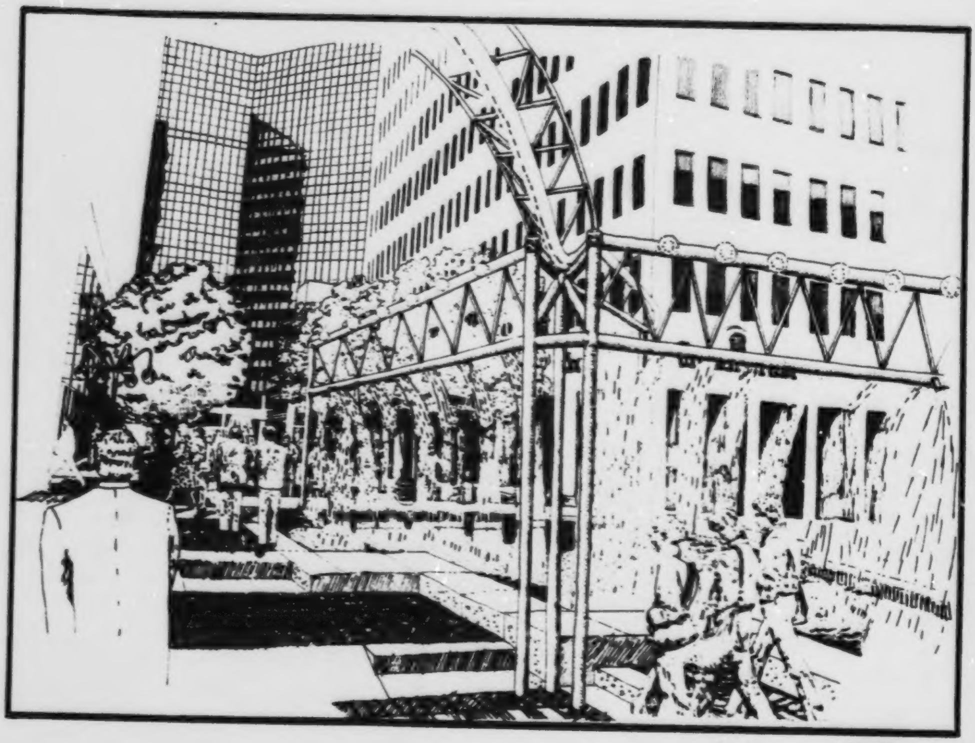


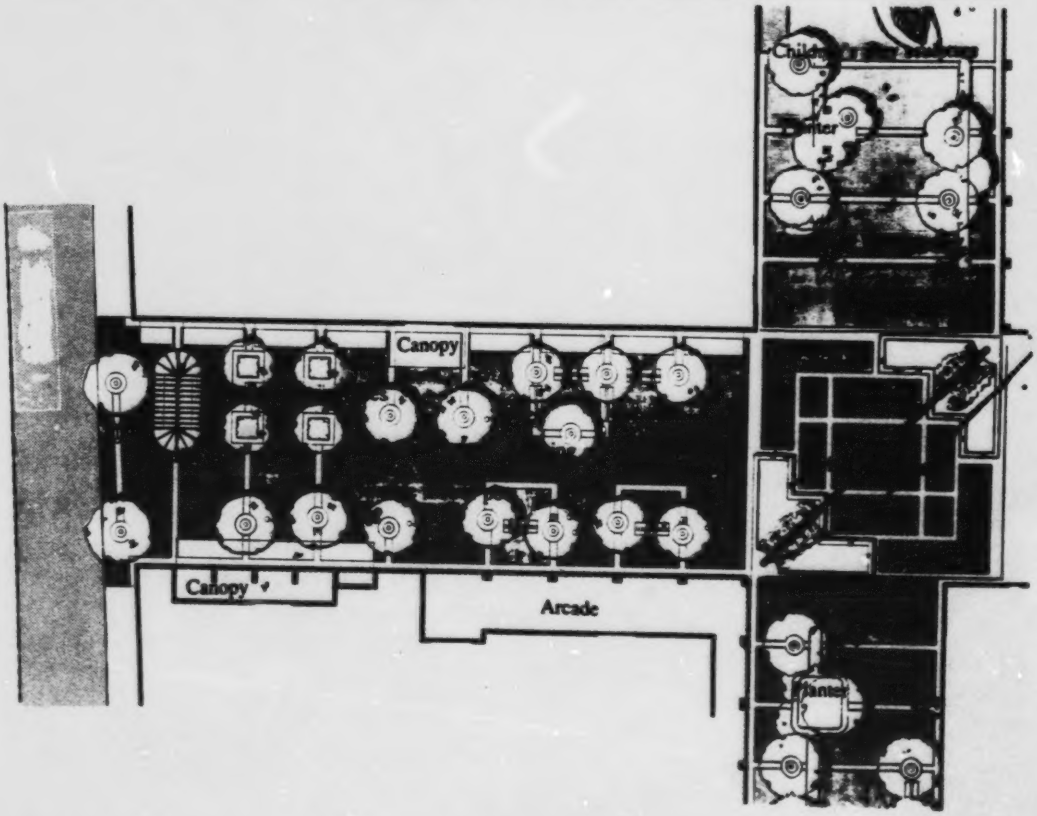


The 3rd Street Mall is envisaged as a welcome green and open space in Calgary's tightly woven and intensive Downtown core. This linear park can serve not only as a visual relief but also as a pedestrian and bicycle link between the central concentration of offices and stores and the amenities of Prince's Island and the Bow River. The Mall will have a distinctive and unique character to attract users, complementing the retail spine provided by the Stephen Avenue Mall. The Mall will provide attractive, landscaped seating areas, entertainment spots and outdoor restaurants and result in an exciting open space "corridor".

The northern portion of the Mall will function as an urban plaza, with places for street vendors, a performance stage, and a large lagoon to be used for summer wading and as a winter skating rink. This would provide a place encouraging year round use into which the activity from adjacent restaurants and shops could "spill out". Glass enclosures are proposed at points along the Mall where pedestrians may have to wait to get across avenues. These glass kiosks, in addition to providing protection from inclement weather, could also serve as retail outlets for hot chocolate/ pretzels/newspapers/hot dogs/or flowers.

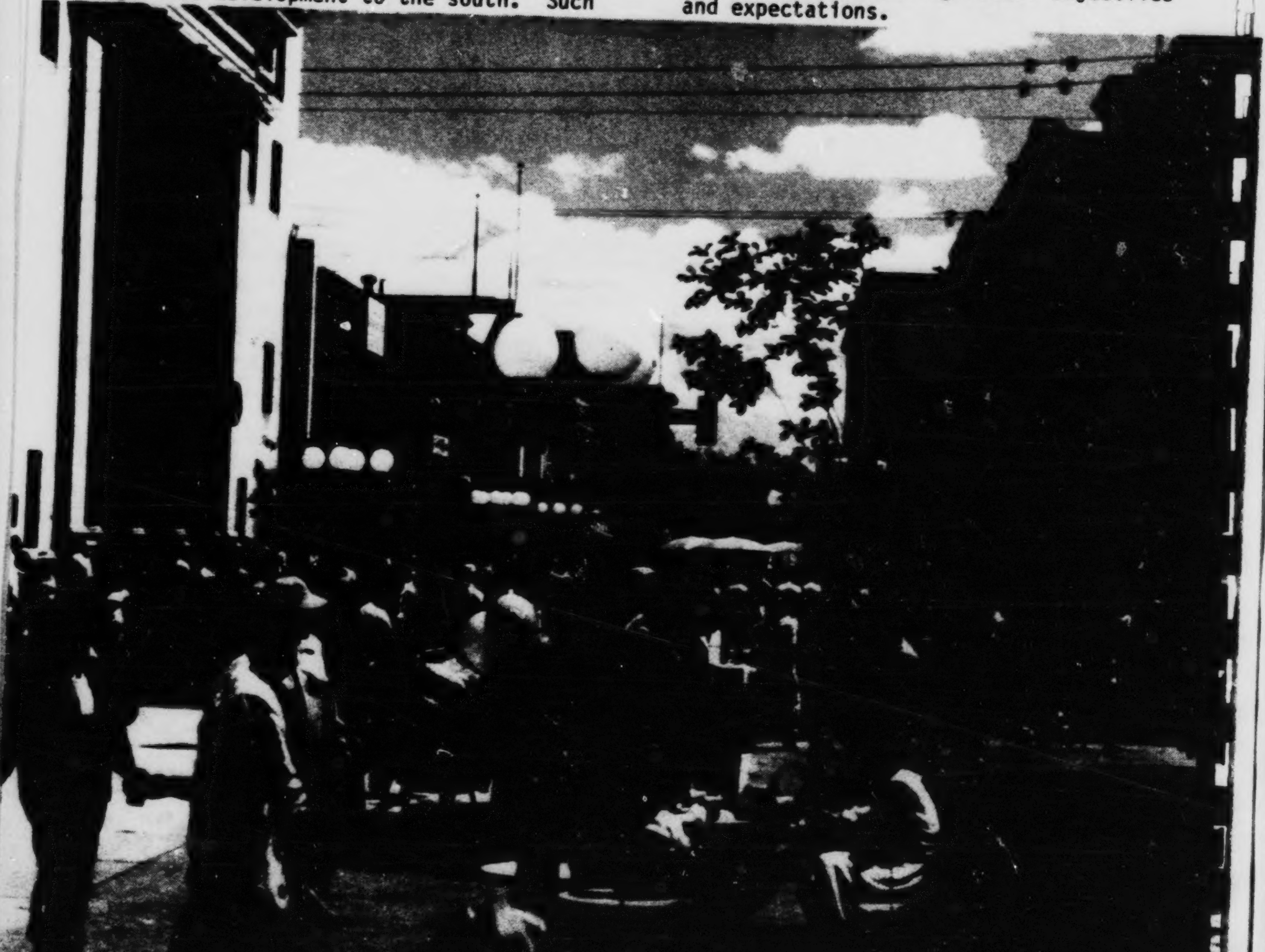
The Mall itself provides an opportunity for a unique form of public transportation service between the Riverbank and the office Core. As such, it is recommended that some form of jitney service be established.




Child[illegible]
Planter
Canopy
Canopy
Arcade
Planter

b. 8th Avenue Mall

The 8th Avenue Mall serves both an open space and retail function. Presently it is experiencing problems in both regards. The retail area is having some difficulty competing with adjacent climate-controlled, well-managed interior shopping malls. The open space function is threatened by the potential for additional high rise development to the south. Such buildings would substantially reduce sunlight on the Mall and diminish its attractiveness. The Core Area Policy Brief attempts to address the latter issue by establishing standards for sunlight penetration onto the Mall. This "Handbook" presents related proposals for improvements affecting retail objectives and expectations.

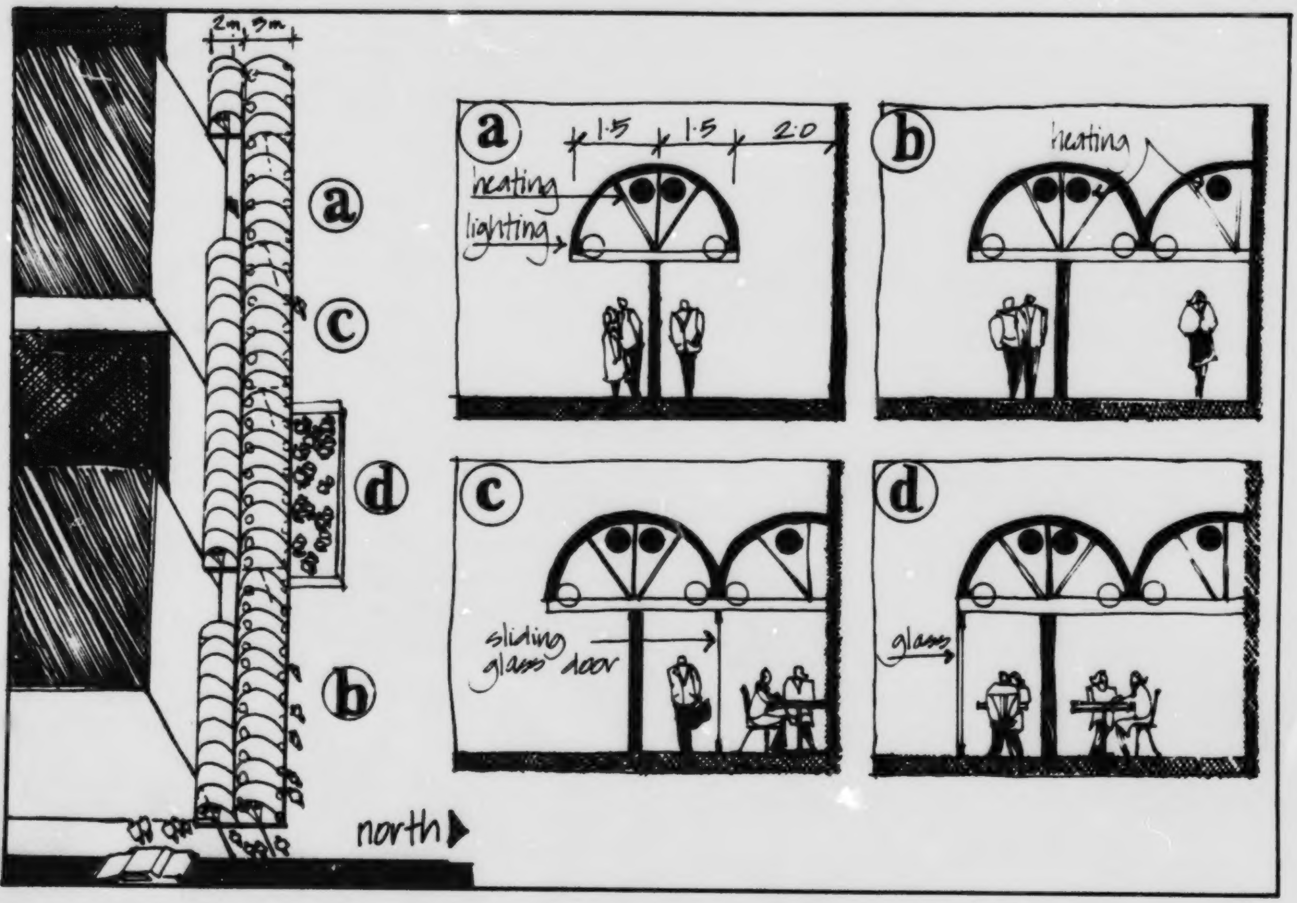


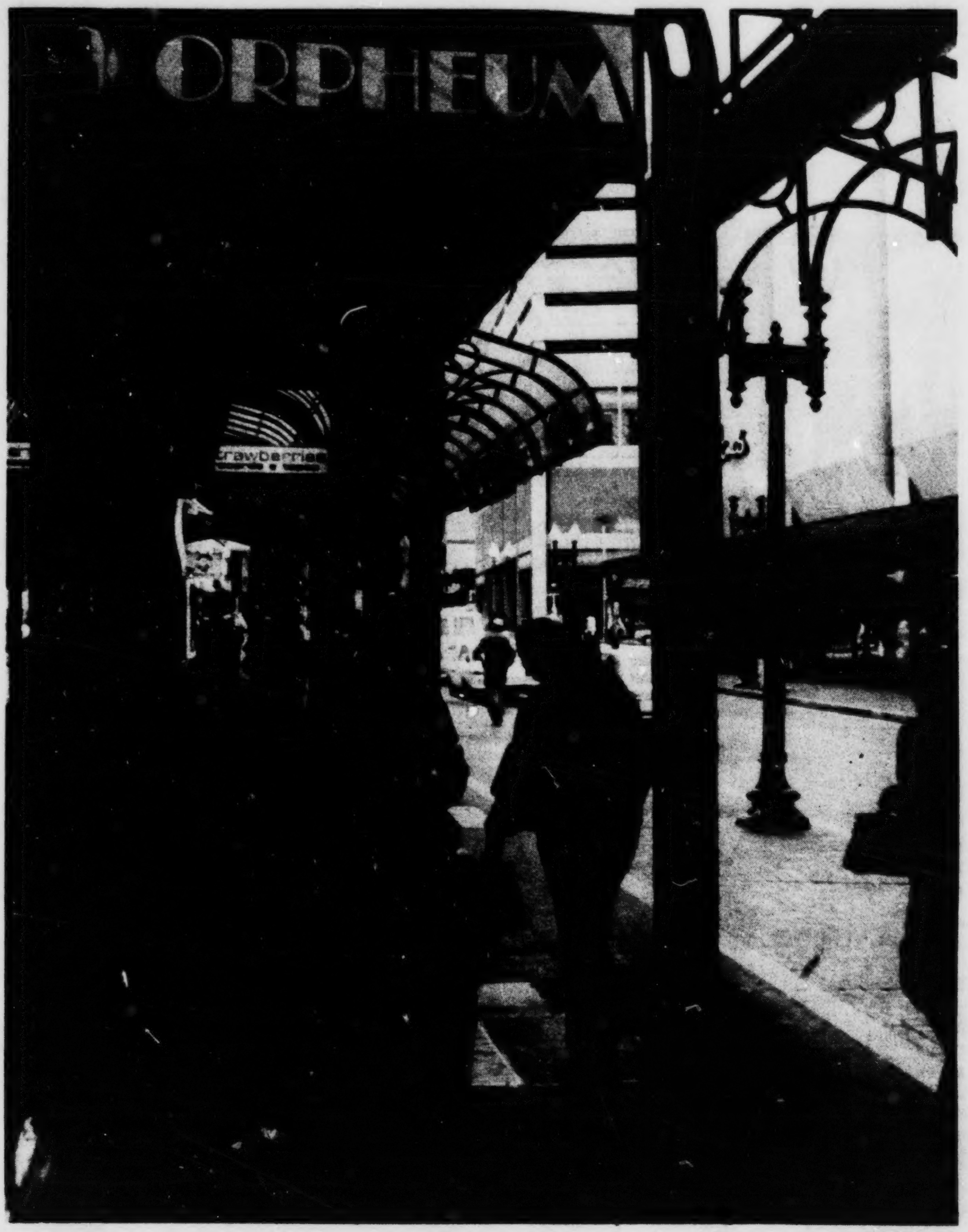
In order to reinforce retail activity along the 8th Avenue Mall, several measures are outlined.

- A glass canopy is proposed along the south building face extending for the length of the retail district. This would:
  - provide weather protection and some heating in the winter, while allowing major areas to remain as open space,
  - provide an organizing element in terms of lighting and cover for street sales during the summer, and
  - allow retail spillover onto the Mall in the form of transparent glass enclosures.
- The relationship between adjacent buildings and the public open space is enhanced through:
  - the extension of private activities onto the Mall (e.g. open air restaurants, display booths, kiosks, glass-enclosed portions of buildings), and
  - encouraging a stronger visual and functional connection between grade level and +15 level activities.
- To enhance the use of open space on the Mall, the City should encourage extension of dining and drinking premises onto the Mall, and therefore should request the relevant Provincial Authorities to amend the Liquor License Regulations to permit such activities.
- A wide range of planned and spontaneous activities should be facilitated. This includes the continuation of the "Mall Days" program as a permanent feature.

In order to retain and reinforce the open space function which is also considered important within the high density Commercial Core, the following policies have been established:

- The Mall should be extended to 4th Street West, in conjunction with development of the 3rd Street Mall.
- The height of buildings along the south side of the Mall should be controlled to ensure sunlight penetration.
- The Mall should be furnished to establish a park-like setting, i.e. park benches and lighting.
- The landscaping should require minimal maintenance, and be concentrated to de-emphasize the corridor-like image.
- Paving should provide texture, continuity and some color to the Mall.


2m
3m
a
c
d
b
north
a
1·5
1·5
2·0
heating
lighting
b
heating
c
sliding glass door
d
glass


ORPHEUM
trawberrie

7th Avenue Transit Corridor

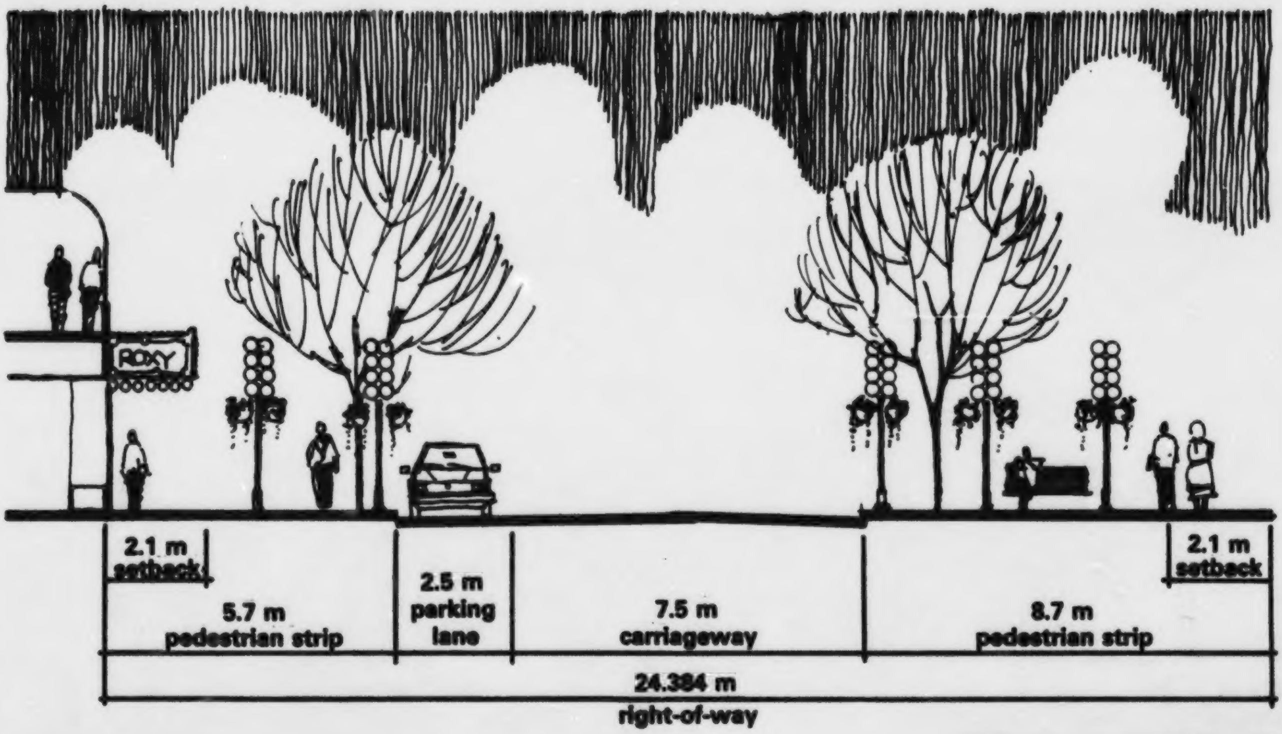
The 7th Avenue Transit Corridor also provides an open space ingredient in the Downtown. Open spaces in the form of corner plazas at certain intersections, sidewalk widenings, and arcades will be created to "open up" the corridor and provide spaces where people can sit and relax, meet others, wait for L.R.T. trains, etc.

Several existing parks are situated along 7th Avenue S. specifically the Courthouse site and Century Gardens. These open spaces constitute an important amenity which is well used by Downtown employees during the lunch hour. They provide a welcome green area in contrast to surrounding developments, while also improving the visibility of the L.R.T. system. The Core Area Policy Brief establishes standards for development to ensure that adequate sunlight enters these spaces during the period of their most intensive use.

Additional 8th Avenue Improvements

Eighth Avenue provides opportunities for open space improvements beyond the Mall area itself.

The Mall will extend from 4th Street West to 1st Street East. Beyond these boundaries, 8th Avenue S. is designated as a local road. As such, some portions may be completely closed to traffic and serve as open space, (as through the City Hall/Performing Arts area). In other areas throughout its length, the carriageway is reduced and substantial landscaped sidewalks are provided on both sides of the road.


ROXY
2.1 m setback
5.7 m pedestrian strip
2.5 m parking lane
7.5 m carriageway
8.7 m pedestrian strip
2.1 m setback
24.384 m right-of-way

8th Avenue West
(Local Road in Commercial Areas)

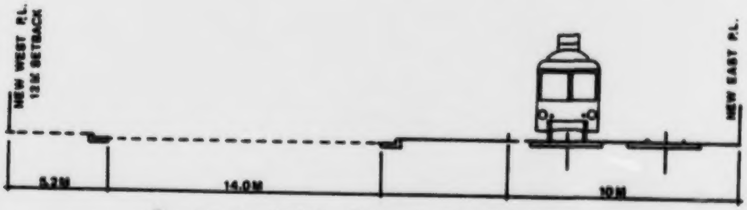
4th Street East

The Core Area Policy Brief identifies 4th Street East, from 8th Avenue S. to the Stampede Grounds, as a special area.

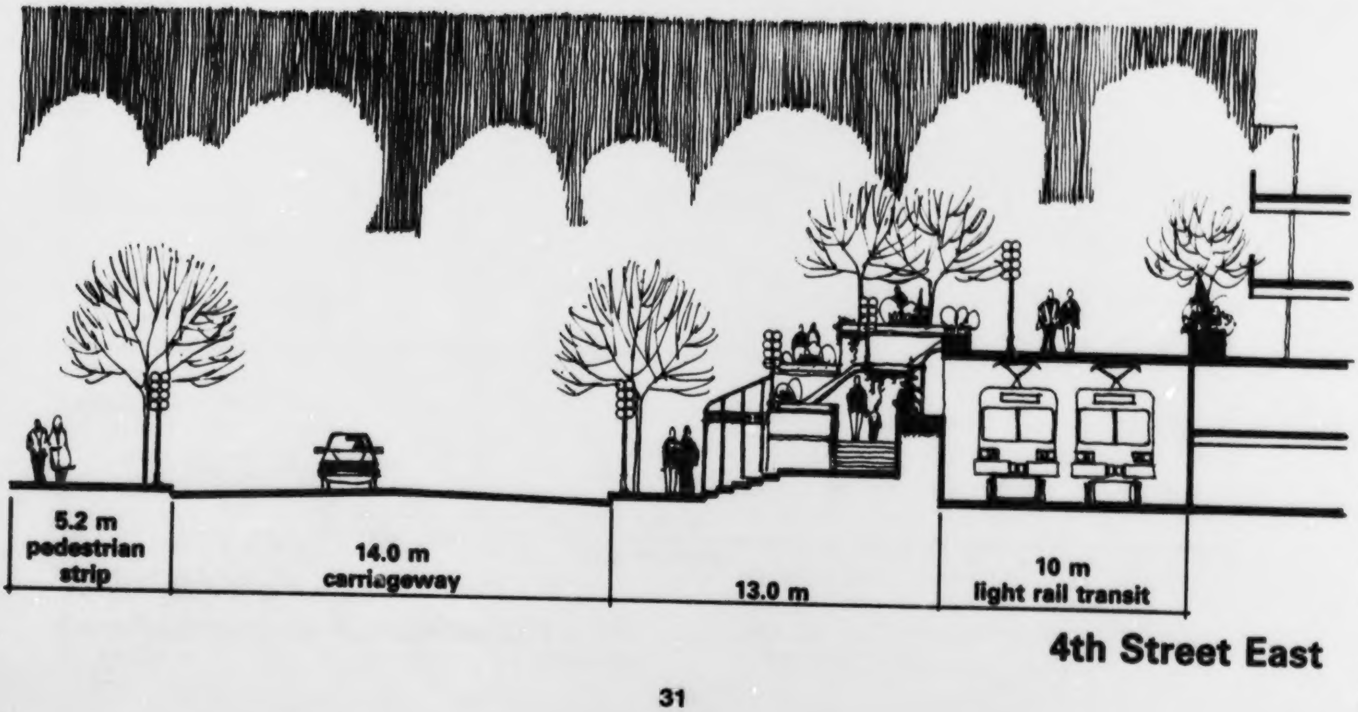
Within the East End, the east side of 4th Street East from 8th Avenue to the Langevin Bridge is intended to:

- o provide a continuous, wide, open space connection from the East End and Civic Centre area to the Riverbank; and
- o provide a substantial and usable transition from the housing areas of 4th Street E., across the L.R.T. corridor, and into the Commercial Core.

As residential development occurs adjacent to the L.R.T. line, a substantial deck may be provided over the L.R.T. right-of-way connecting to the sidewalk located between the L.R.T. line and the 4th Street carriageway.


NEW WEST P.L.
12M SETBACK
NEW EAST P.L.
5.2M
14.0M
10M

Approved 4th Street East L.R.T. Alignment


5.2 m pedestrian strip
14.0 m carriageway
13.0 m
10 m light rail transit

4th Street East

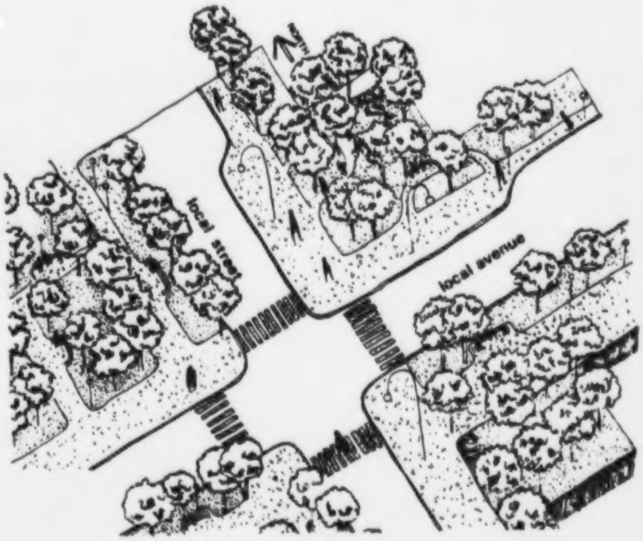
Open Space in Residential Precincts

a. Use of Public Rights-of-Way

Local road and sidewalk standards, along with proposed improvements to the quality of the sidewalk environment, will result in more comfortable and usable public spaces throughout these precincts.

b. Corner Open Spaces

In the residential areas of Eau Claire and the East End, building requirements may be structured so as to allow, in certain instances, the consolidation of normal yard spaces at the intersection of local streets and avenues. These spaces, when combined with substantial sidewalk widening within the existing right-of-way, would result in easily identified and useable corner open spaces. Options will exist for the use of these spaces either as private amenity areas or as publicly used and maintained park space.



Other Components

These include:

(i) Century Gardens
(ii) Devonian Gardens
(iii) McDougall School Site
(iv) The James Short Site
(v) Court House Site
(vi) Civic Center Open Space
(vii) Open space at the +15 level through the Core.

Summary

The open space system is the product of the numerous individual components indicated here. While the assembly of a major Downtown open space might be desirable, it does not seem reasonable at this point in time, given the extent of existing development Downtown. At the same time given Calgary's climate and pattern of development there are advantages to a large number of smaller open spaces. The strategy in terms of open space is therefore to concentrate on making the best use of what we have - a strategy that is very dependent on the quality of these spaces.

Pedestrian Circulation

Grade Level
+15 System
Common Elements
Organization and Responsibility

Baysidewalk Breakfast
Hunt's hope you enjoy your Breakfast
BIG JOHN BEANS

The design of the pedestrian circulation system responds to several specific objectives:

- o to accommodate the needs of pedestrians and to minimize pedestrian/vehicular conflicts;
- o to create a pedestrian environment which is both physically and psychologically comfortable;
- o to create areas having a distinctly pedestrian identity;
- o to encourage a diversity of activities along pedestrian routes.

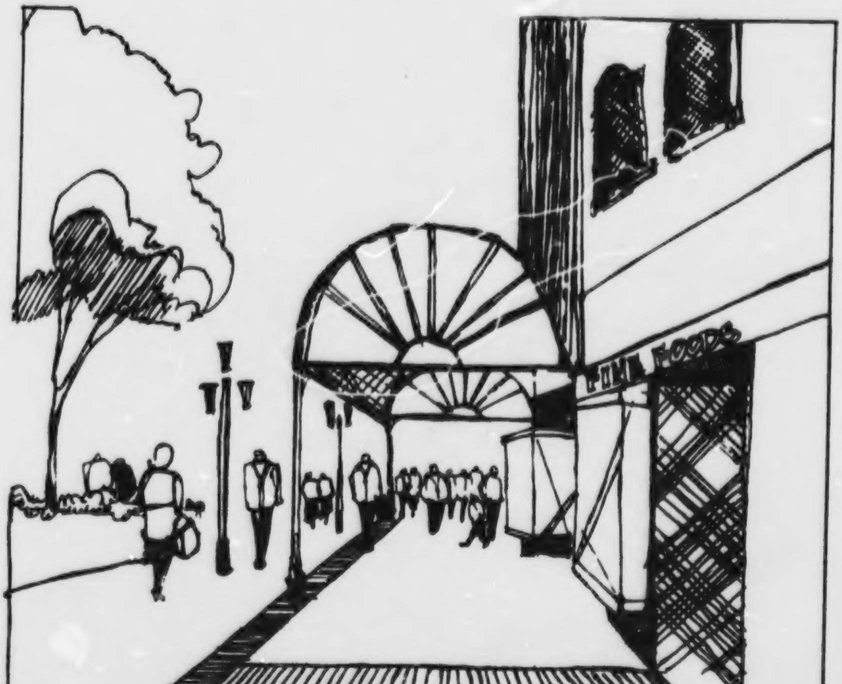
The Downtown pedestrian circulation system is created by the inter-connection of two very different parts. The first is located at grade level, and the second elevated at the +15 level.

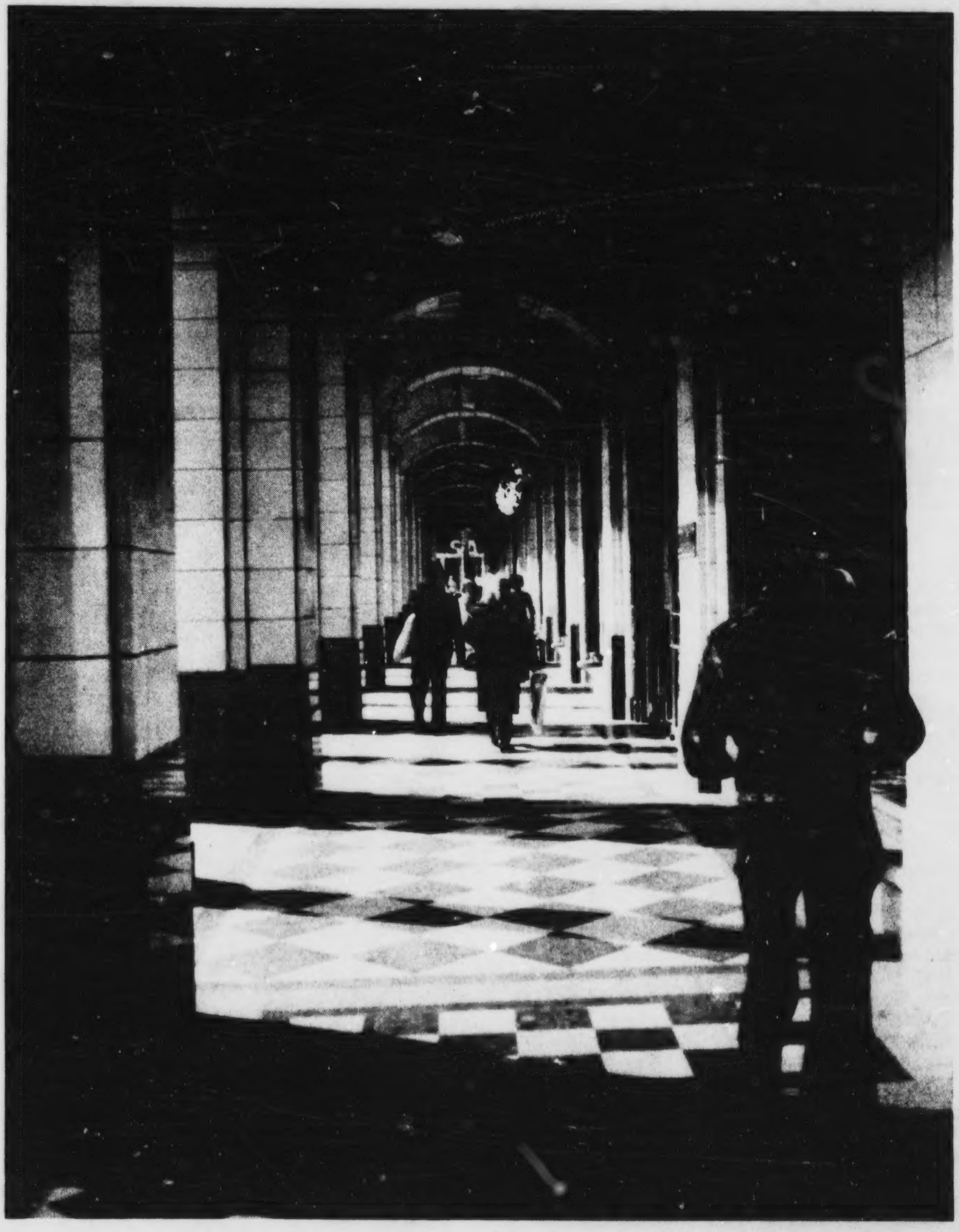
Grade Level

The role of the street and sidewalk varies within different areas of the Downtown, and that difference is reflected in the sidewalk's use, dimension and character, There are several "typical" situations:

a. Pedestrian Zones

In high-density pedestrian zones, the area devoted to pedestrians at grade level is substantially increased by restricting auto movement and capacity. Sidewalks are to have sufficient width to allow for pedestrian traffic which cannot be accommodated on primary and secondary roadways. Sidewalk improvements are identified and adjacent buildings are expected to respond by providing weather protection, activity, visual interest and so on.





b. Residential Precincts

In residential precincts the primary, at-grade, pedestrian system emphasizes public improvements along the north side of local avenues and the east side of local streets. The intent is to obtain the maximum sunlight exposure for pedestrians at noon and in the early afternoon. Existing rights-of-way can provide ample access for local traffic and still ensure a substantial walkway on at least one side of each road. Pedestrian connections which may be expected to accommodate relatively high pedestrian volumes will require particular attention, as for example, 8th Avenue South, between City Hall and Fort Calgary.

Sidewalks should be continuous along the entire block-face for avenues, and interrupted only by lane entrances along streets. All on-site parking should be accessible from the lane wherever possible.

At the intersection of local roads, it is intended that the sidewalk be incorporated into the layout of corner open spaces as redevelopment of corner lots occurs.

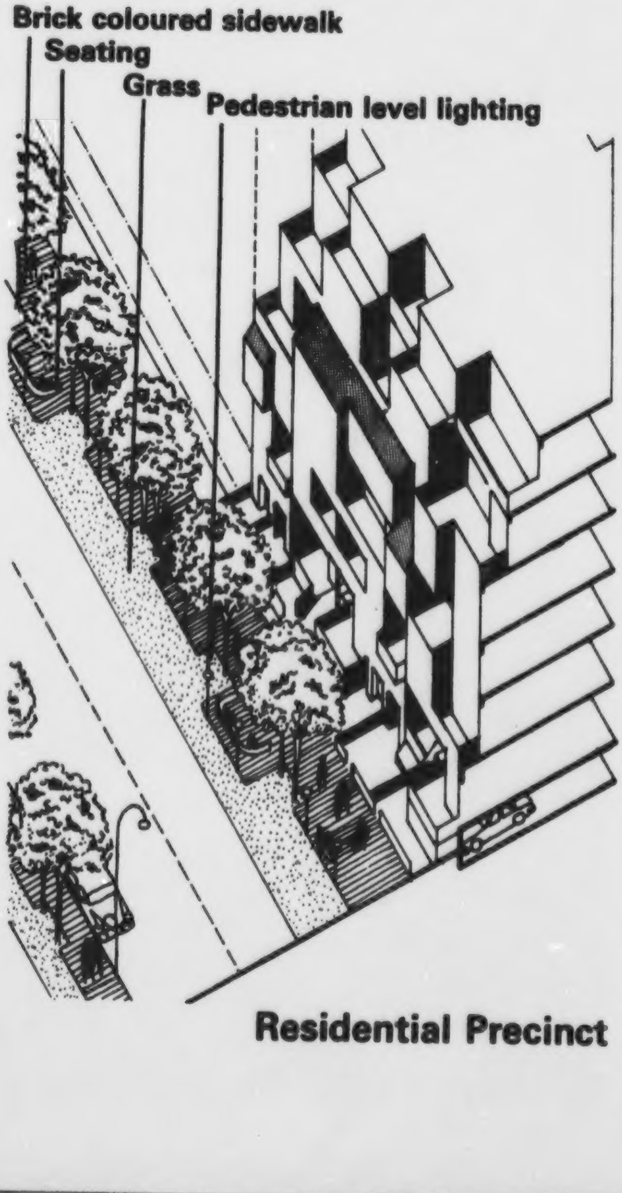
c. Primary and Secondary Roads

Along primary and secondary roads which will be carrying heavier traffic volumes, at grade pedestrian movement is restricted somewhat because of the amount of sidewalk space and the impacts of adjacent car traffic. Alternate routes are provided by the local roads, Pedestrian Malls and +15 system. At-grade, the emphasis will be on buffering the pedestrian from the effects of traffic through:

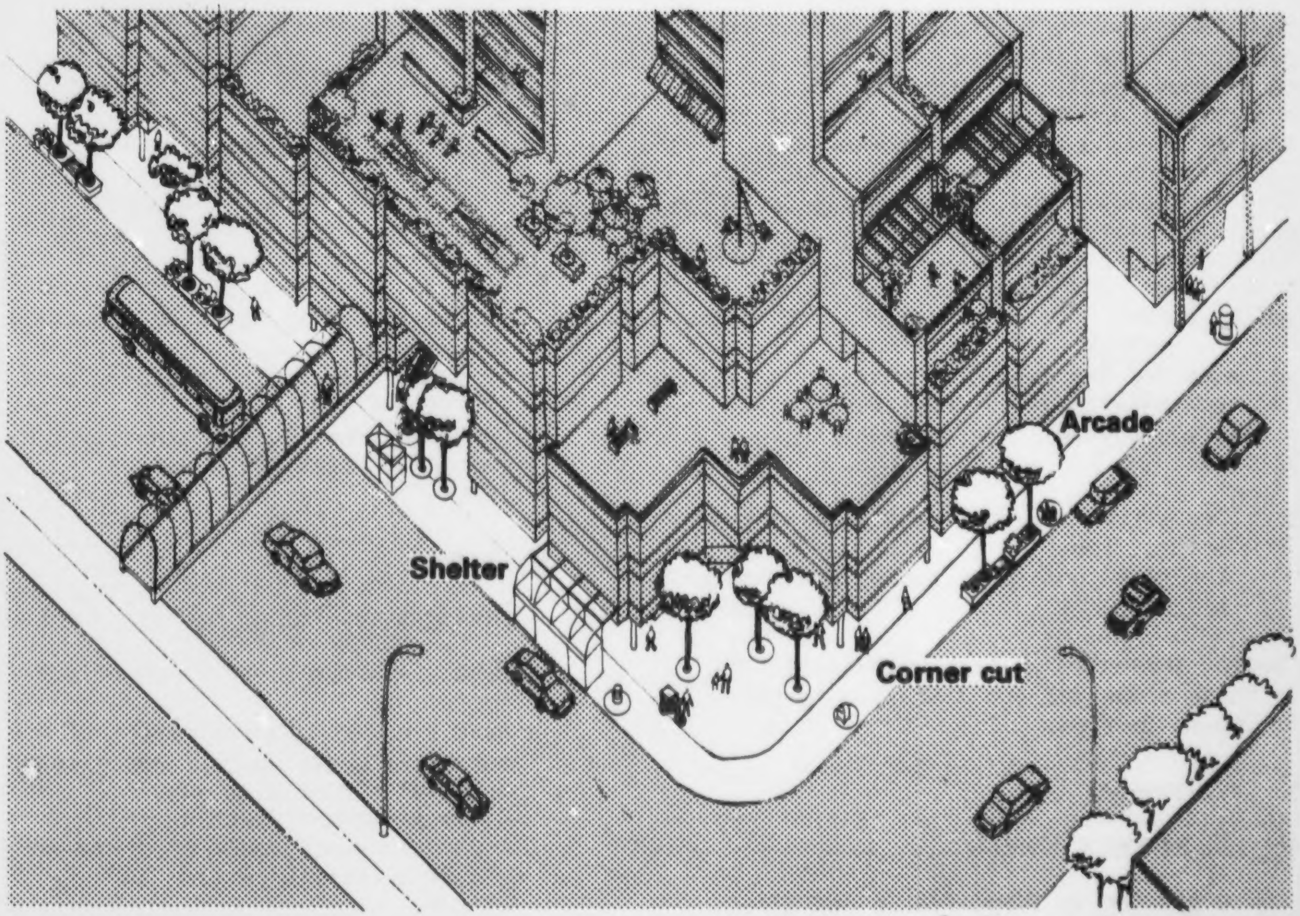
- splashguards, shelters, separation strips, and
- weather protection such as arcades incorporated into adjacent buildings.

d. Special Cases

Opportunities exist to create several very unique and distinctive pedestrian areas within the Downtown. These have been dealt with in the previous section under Open Space.



Residential Precinct


Arcade
Shelter
Corner cut

Primary & Secondary Roads

+15 System

Grade-level improvements concentrate on the provision of comfortable sidewalks, tree planting, pedestrian-level lighting, and street furniture. Despite these improvements, pedestrian movement at grade is still interrupted by roads carrying high traffic volumes and can be uncomfortable, if not unbearable, during extreme weather conditions.

The +15 system is intended to resolve the pedestrian/car conflict, to provide a continuous, public, climate-controlled environment and to generally increase the area devoted to pedestrian movement, activity and open space in the Downtown. This is accomplished by the provision of public walkways located approximately 15 feet above grade, running through private developments and connected by bridges across roads.

In order for the system to work in conjunction with grade level pedestrian areas, the following relationships are critical:

- the nature of access and termination points, and
- the relationship to public open space at grade.

Special improvements have been suggested in these areas and are discussed in the following section.

a. Walkways

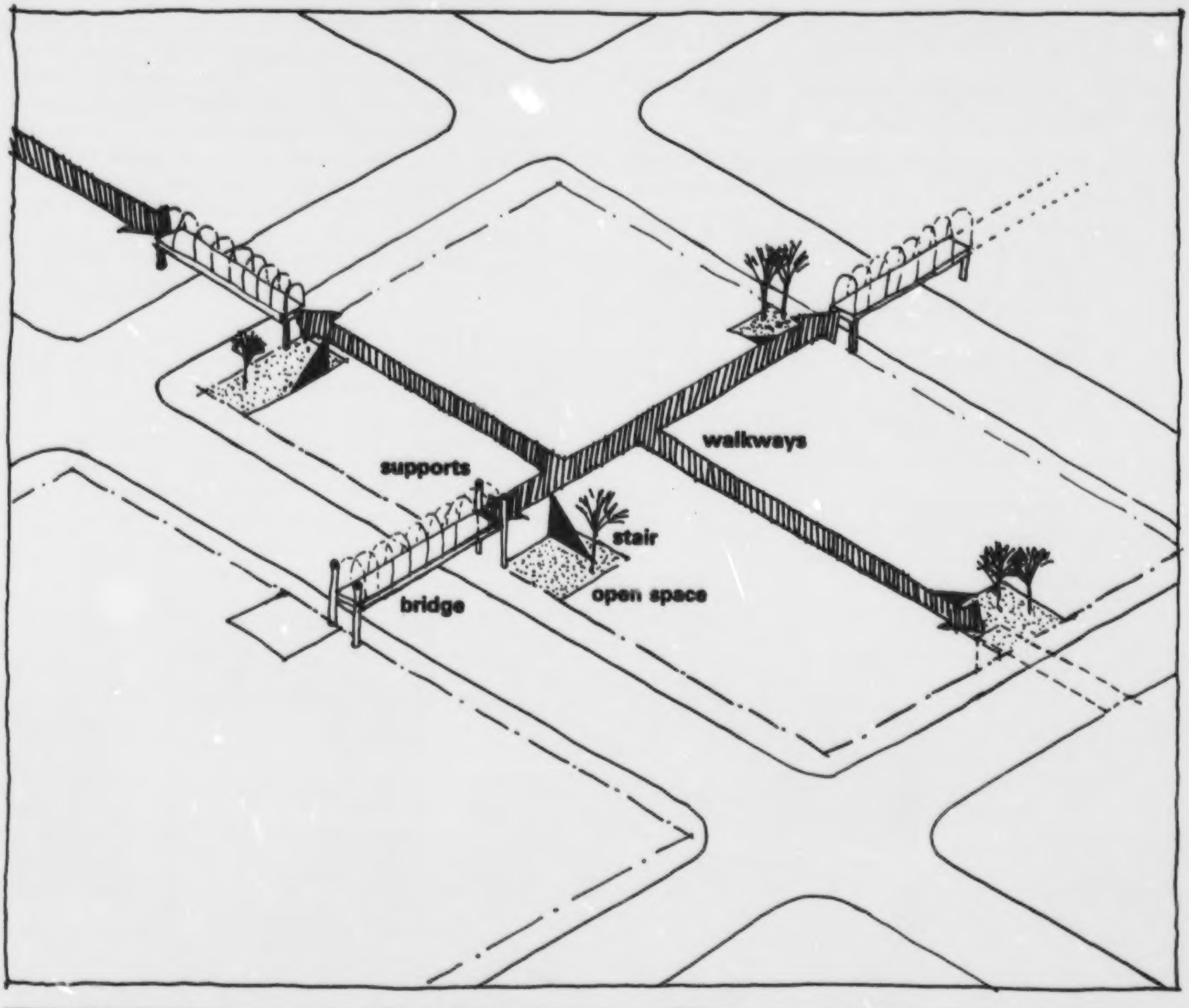
All +15 walkways should:

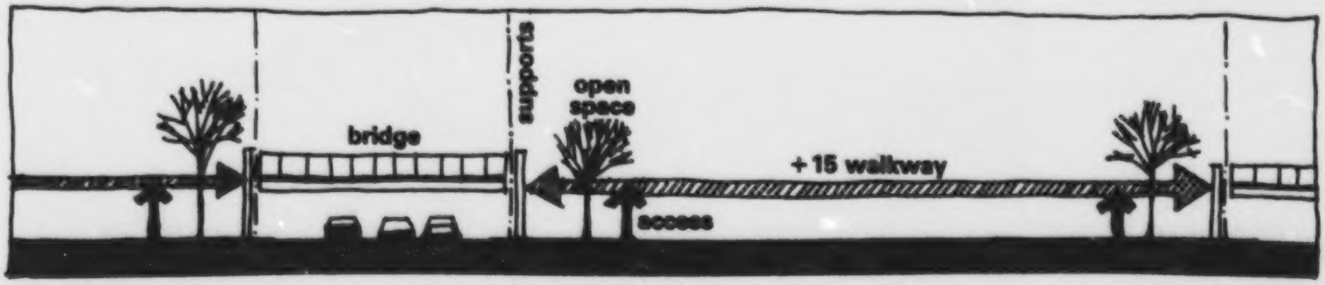
- provide an identifiable and direct route,
- have a minimum unobstructed width of 4.5 metres,
- provide a hard surface floor material to allow for easy maintenance and to contribute to the perception of walkways as completely public,
- have uses which contribute to safety, variety and public interest located along their length,
- provide direct access to every block in the Commercial Core,
- be located along edges of blocks when running through pedestrian precincts or along pedestrian-oriented streets,
- be located mid-block if running parallel to major arteries,
- provide for 24-hour per day operation,
- encourage greater use of and provide better accessibility to public spaces by means of proximity and exposure,
- be negotiable by the disabled with elevator access,
- be transparent (clear glass),
- emphasize exposure to natural light.

b. Bridges

All +15 bridges should:

- have a minimum clear width of 4.5 metres,
- have a maximum overall width of 6.0 metres if crossing over north/south oriented streets, to ensure a minimum shadow impact,
- be highly transparent to allow visual surveillance from the street.
- have lighting within them, and on the underside,
- be at right angles to the public right-of-way.


walkways
supports
stair
open space
bridge


supports
open space
bridge
+ 15 walkway
access

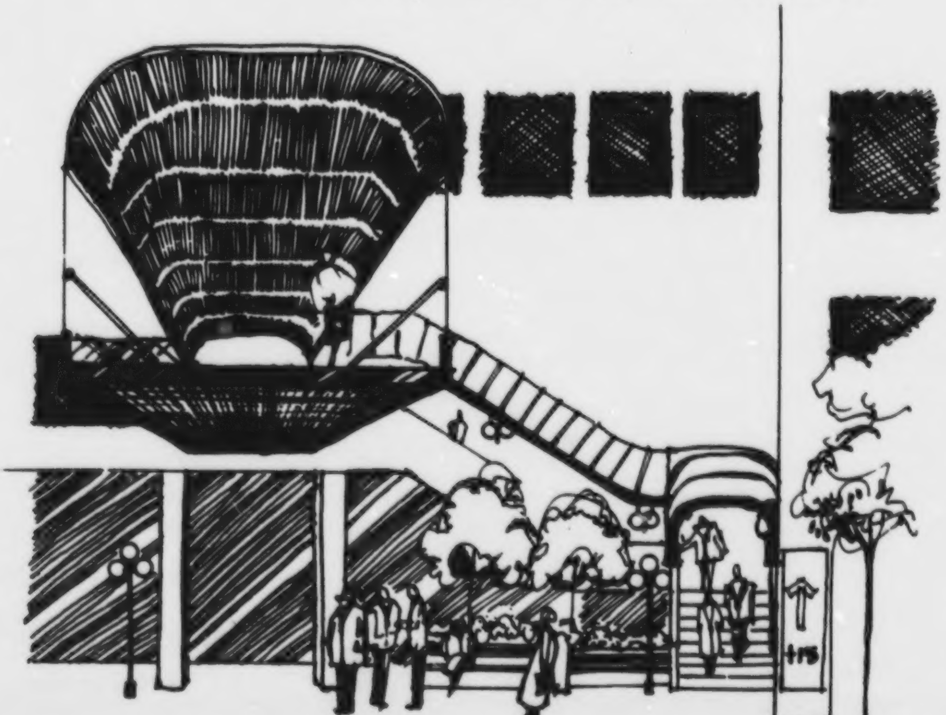
c. Access and Termination Points

Access and termination points to the +15 system should be as follows:

- terminal points for the system should be at corners, and the corners should be public spaces,
- access to the system must be provided for the disabled,
- every building incorporating a +15 connection must have an elevator which stops at the +15 level and is open on a 24-hour per day basis, and
- access points should be located:
  - at every plaza abutting an L.R.T. station
  - at both ends of every bridge
- access should be provided by means of stairs adjacent to bridges, and the stairwell must be visible and generous and accompanied by a landscaped public space.

- consideration should be given to utilizing the +15 connections and the stairways to provide for weather protection adjacent to public transportation stops.

To increase the legibility and accessibility of the system as a whole, it has been recommended that a coordinated signage system be developed as a program priority for the Commercial Core. This system should include the use of handicapped/ braille signs to direct people to and through the +15 levels.



d. Primary +15 System

The +15 system as it exists in practice today does not contain any hierarchy. That is, each block is connected in every direction in a similar way. The objective in beginning to define a "primary" system is to identify those components of the existing +15 system and any possible additions which are most critical or useful to the public circulation system as a whole. In doing this, the following criteria are important:

(a) to provide access to L.R.T. stations,
(b) to provide access to retail and public functions within the Downtown,
(c) to provide a comfortable connection from peripheral parking locations to offices in the Commercial Core,
(d) to provide a continuous east-west connection across the Commercial Core, connecting major public activity areas,
(e) to convert all major public open spaces, and
(f) to take advantage of portions of the system which are already complete.

The primary system should therefore be distinguished from the system as a whole by including all essential components of the public circulation system. While temporary closures or closures after midnight may be contemplated in other portions of the system, primary connections should remain continuously open. In addition to the objectives specified above, the following principles should be used in designing components of the primary system:

- the primary system should run immediately adjacent to major public spaces, and
- a visible connection to the public space must be provided.

Common Elements

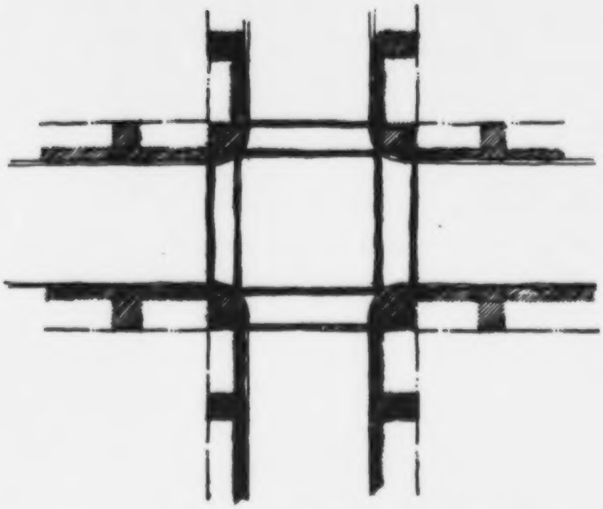
The type and quality of pedestrian circulation systems varies from one area to another. That is, the amount of circulation space, the type of planting and other features provided in the Commercial Core are quite different from those in the residential precincts. There are however, some common elements which provide continuity across area boundaries.

a. Paving Materials

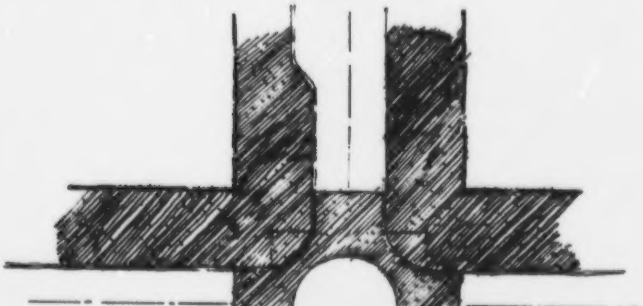
Brick pavers or a similar textured paving surface should be used on all sidewalks. The amount to be used is proportionate to the pedestrian orientation of the street.

b. Planting

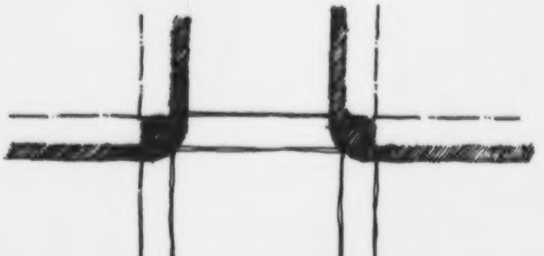
Planting occurs within the special paving area except on local residential streets where a continuous landscaped strip is possible.



Secondary Road



Local Road



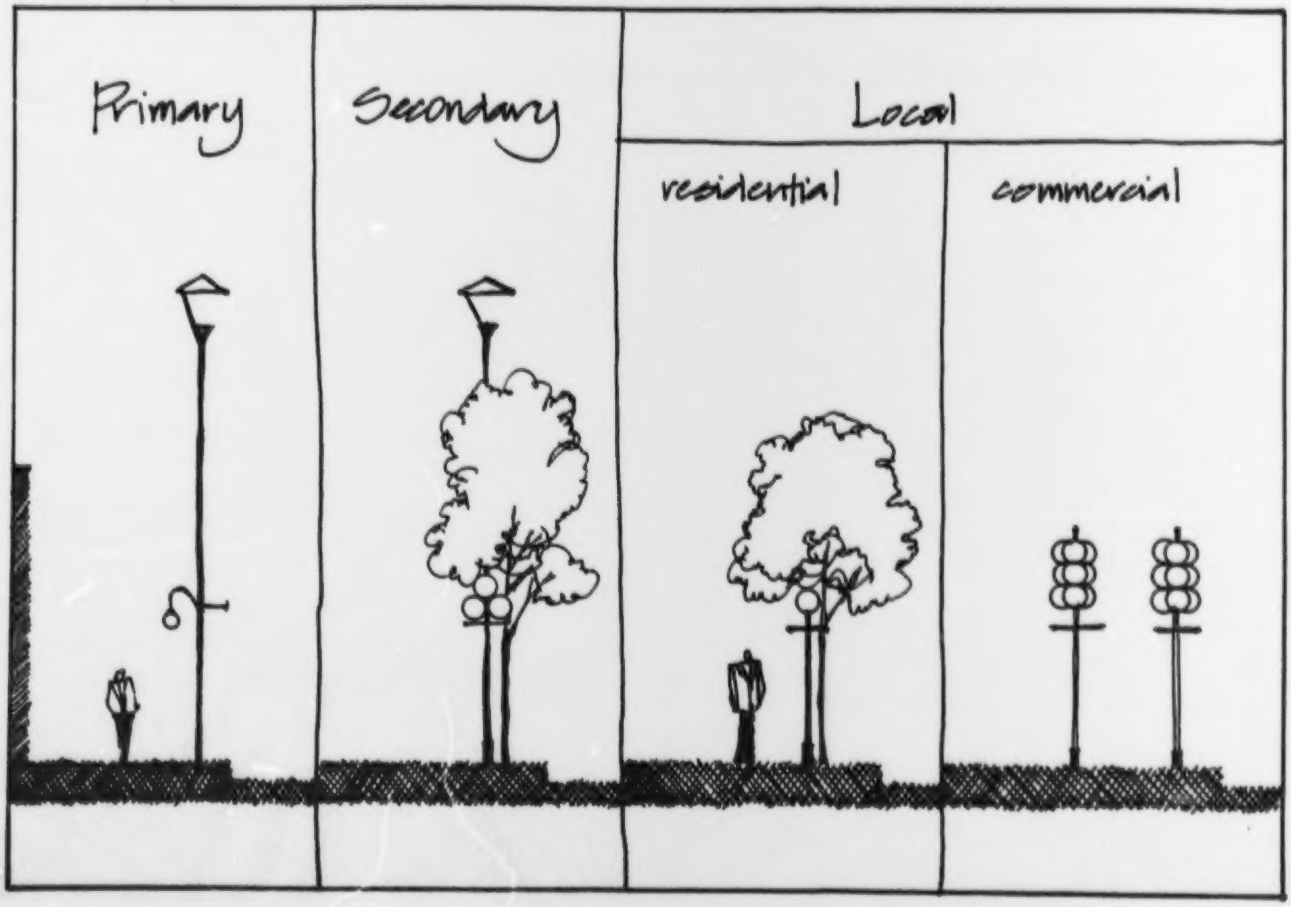
Primary Road

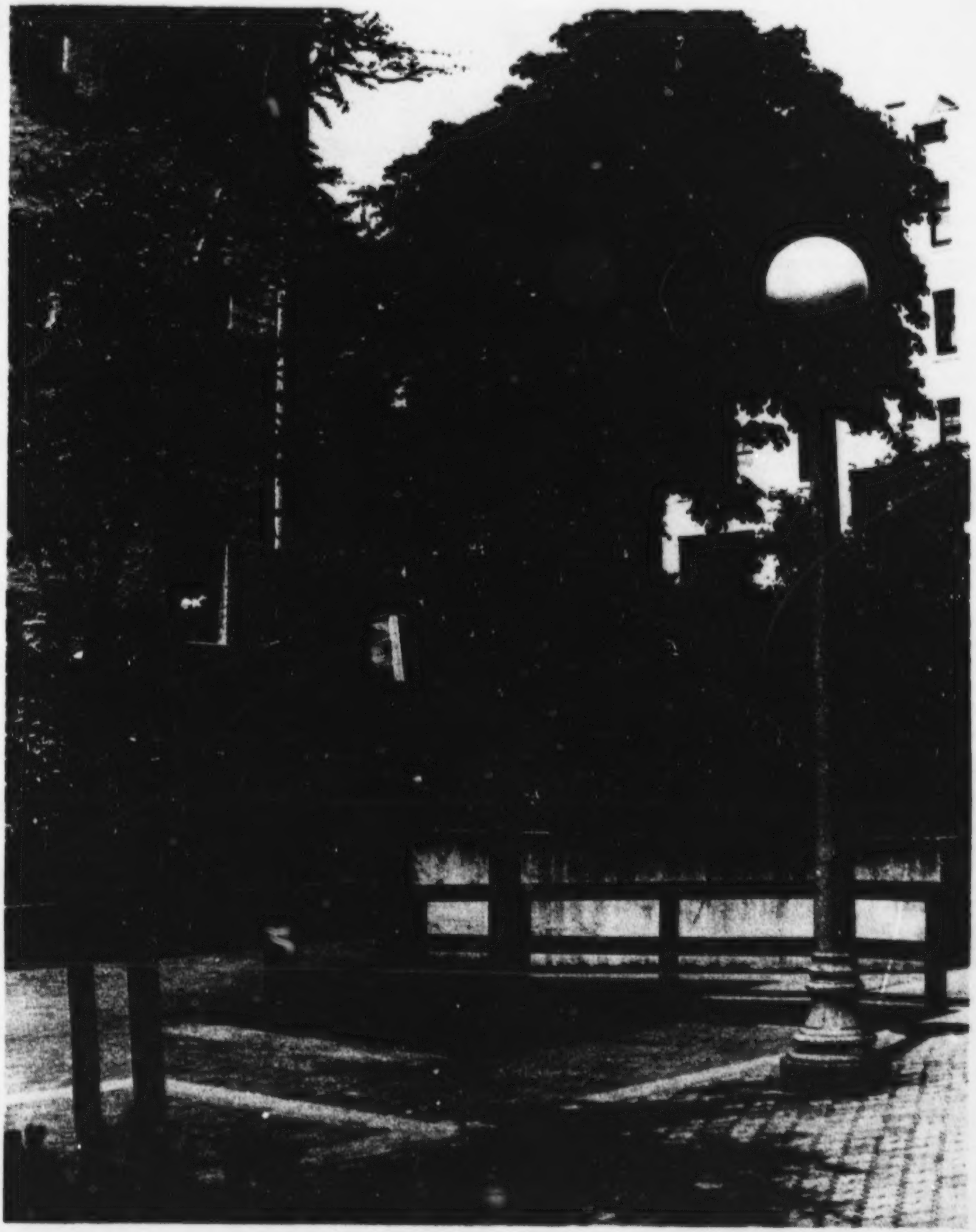
c. Lighting

Pedestrian-level lighting systems should be developed for the general Downtown area, with additional systems having a distinctive character for the Heritage Area, Chinatown, the Riverbank and the Pedestrian Malls.

Lighting in all other areas should be of a common design, although the intensity may vary.

Lighting systems should vary along the different types of roadways. For example, for primary roads, high-level intensity lighting should be used, supplemented in some instances with pedestrian related lighting affecting a sense of sparkle, etc. All secondary and local roads should have increased emphasis on lighting at a pedestrian scale.





d. Seating

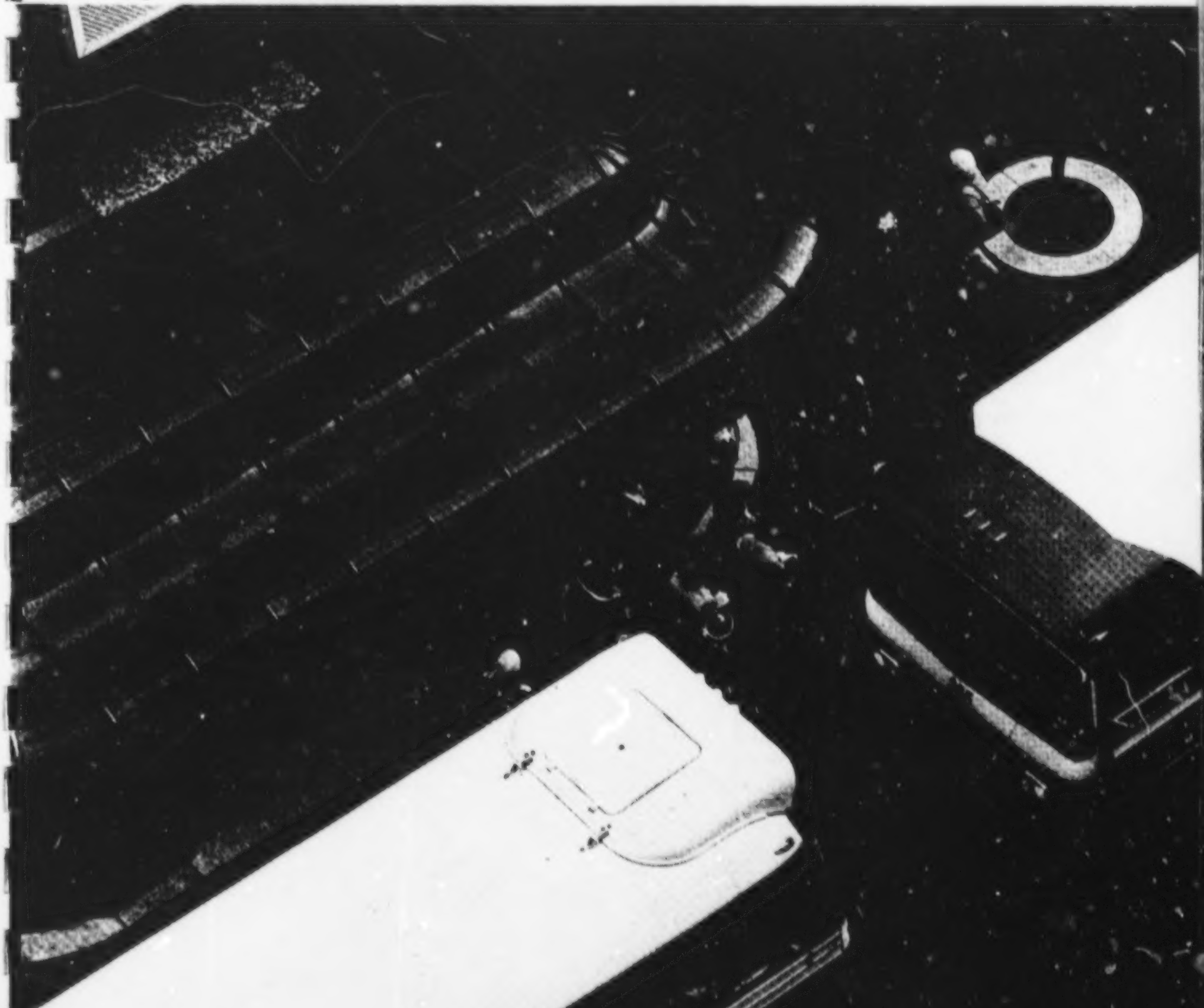
Seating, in material, style, and quality, should be a common element on typical streets.

e. Information

Traffic signs, +15 signage and information displays should be designed as a unit and be placed in predictable locations on Streets and Avenues.

f. Shelters

Bus shelters should be a common element throughout the Downtown.

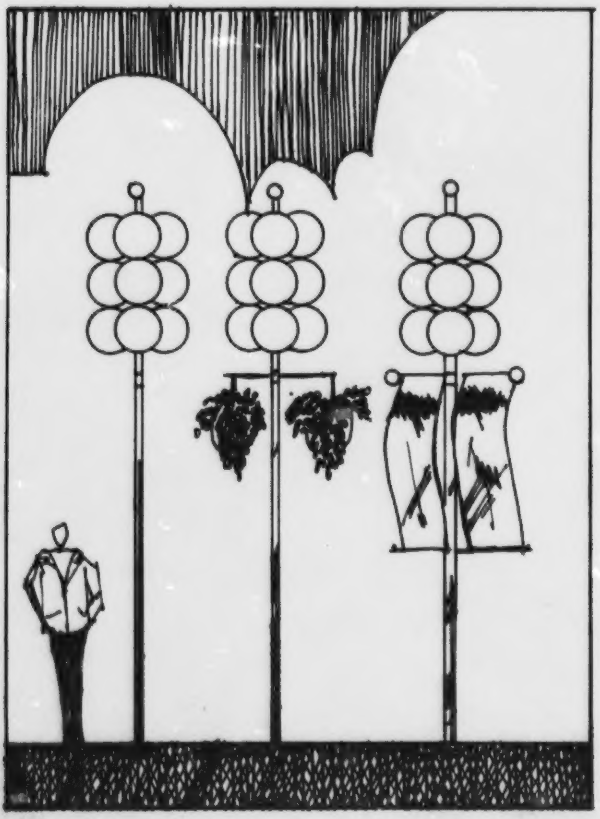


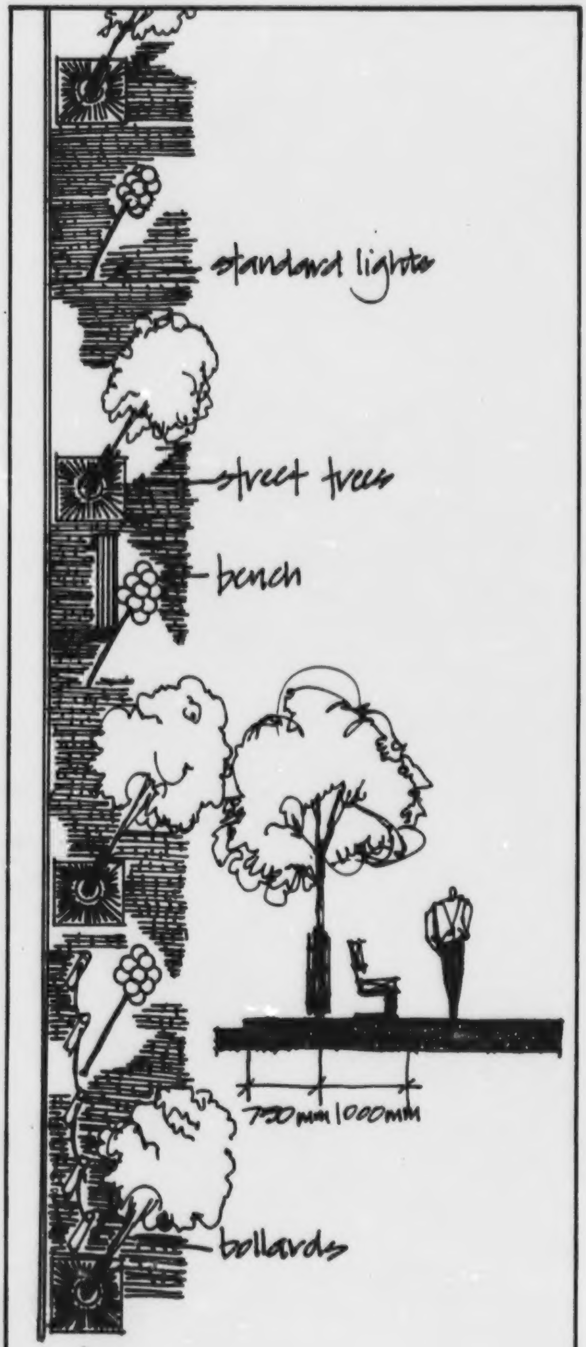
g. Utility Elements

Elements such as traffic signals, waste receptacles and display cases should be consistent throughout.

h. Adaptability

While the furniture system needs to reflect permanence and stability it should also be adaptable in terms of celebrating special events and changing with seasons. This requirement would involve the provision of places to hang banners, the ability to hang flower baskets, to accommodate Christmas lights, etc.




standard lights
street trees
bench
750mm 1000mm
bollards
750mm

Organization and Responsibility

The existing streetscape is in a state of chaos. This chaos has a number of aspects:

- there is no consistency in the design of individual elements,
- there is no order in term of the location of various elements. The placement seems haphazard and uncoordinated, and
- responsibility for elements of this landscape is very thinly spread over many jurisdictions.

The diagram indicates the various authorities responsible for elements of the streetscape. No one is clearly responsible for co-ordinating the design and placement of street furniture signs, utilities, etc. Unless this is done it is only a matter of time until the best of intentions are forgotten, expedient solutions embraced and a new chaotic situation will result. As such, full realization of the various objectives for the Downtown pedestrian environments depend on some form of strong and formal coordination between Civic Departments.

BUILDING EDGE

Commercial Signs Planning Department, Calgary Planning Commission (C.P.C.)
Uses At-Grade Planning Department, C.P.C.
Canopies and Arcades Planning Department, C.P.C.
Sidewalk Cafés Planning Department, C.P.C., Engineering Department, Board of Health, Alberta Liquor Control Board
Landscaping Planning Department, C.P.C.

STREET AND SIDEWALK PUBLIC RIGHT-OF-WAY

Sidewalks Engineering Department, Planning Department

Overhead Utilities Engineering Department, Electric System, A.G.T., Cable Company

Fountains & Special Features Engineering Department, Parks Department, Planning Department
Public Art Parks Department, Engineering Department
Parking Meters Engineering Department, Transportation Department, Calgary Parking Authority
Streetlighting Electric System, Engineering Department
Phone Booths A.G.T.
Kiosks Planning Department, Engineering Department, Public Information Department

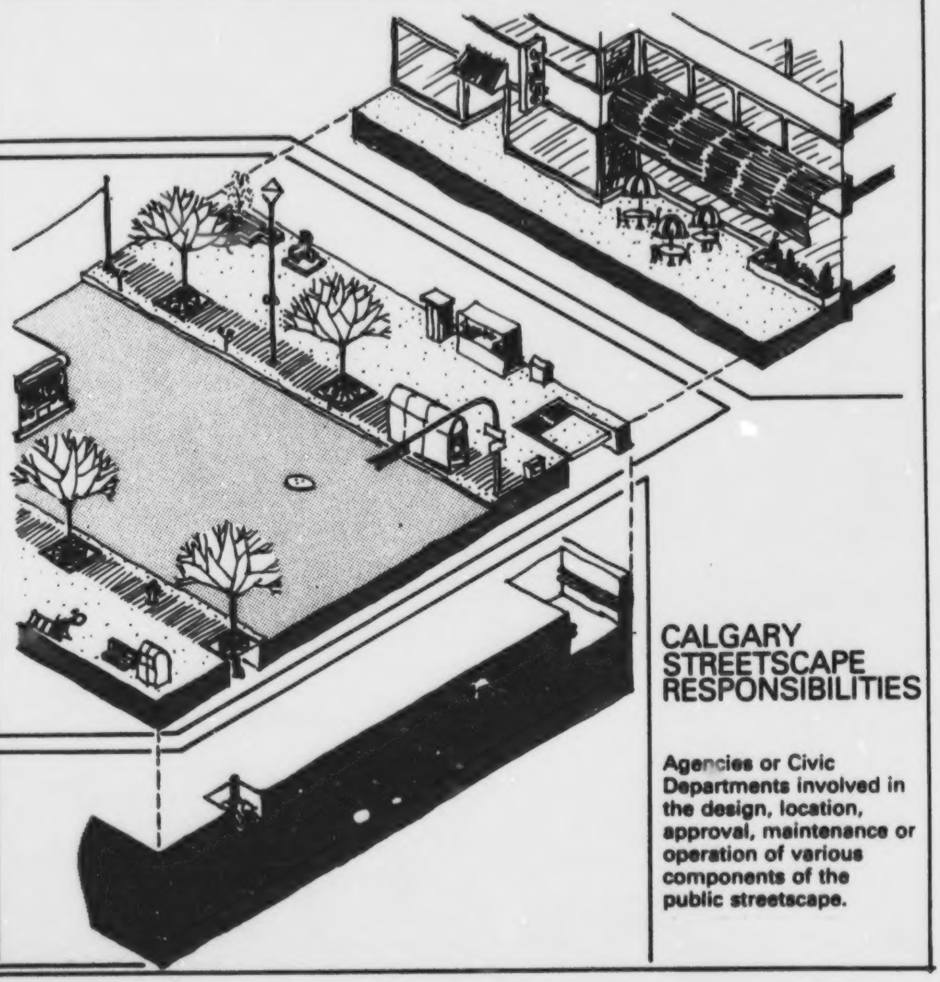
Garbage Containers Engineering Department
Bus Shelters Transportation Department
Manholes & Grates Engineering Department
Electrical Vaults Engineering Department, ElectricalSystem
Traffic Signals & Controls Transportation Department, Engineering Department
Traffic Signs Transportation Department

Fire Hydrants Engineering Department
Bicycle Racks Parks Department, Engineering Department
Trees & Grates Engineering Department, Planning Department, Parks Department
Newspaper Boxes Local Publishers
Seating Parks Department, Engineering Department
Mail Boxes Post Office

UNDERGROUND PUBLIC RIGHT-OF-WAY

Tree Boxes Engineering Department
Streetlight Utilities Engineering Department, Electric System
Electrical Vaults Electric System, Engineering Department

Gas, Electrical & Phone Services Canadian Western Natural Gas Company, Electrical System, A.G.T.
Sewers & Water Engineering Department



CALGARY STREETSCAPE RESPONSIBILITIES

Agencies or Civic Departments involved in the design, location, approval, maintenance or operation of various components of the public streetscape.

Social/Recreational Systems

Employees
Residents

In order to create a Downtown which is truly a "people place", it is essential that the Core Area Policy Brief and "Handbook of Public Improvements" address not only the physical environment within which people live and move about Downtown, but also the social environment--the programs, activities and services which attract people Downtown and make their stay more fruitful and enjoyable. By 1996, if the policies approved in the Core Area Policy Brief, are realized, there should be a substantial increase in the resident population as well as the daytime working population in the Downtown. Both groups have needs for social, cultural, recreational and educational programs, services and facilities which must be recognized and provided for.

While the needs of residents and employees are dealt with separately in this section, specific recommendations for services may well benefit both groups.

Employees

a. Introduction

There seems to be a growing interest on the part of employees in participating in social and recreational activities at or near their place of work. Such activities could include:

- Physical Fitness and Sports
  - outdoor and indoor
  - supervised programs for individual exercise and group activities
  - recreation/health orientation
- Recreational and Cultural and Educational Activities
  - films, theatre, concerts
  - lectures, gallery talks, displays
  - continuing education courses, workshops, and seminars
- Social Services
  - day care
  - information and referral services

There are a number of public benefits in providing such facilities and programs Downtown:

- bringing a variety of activities within reach of people who might not otherwise have the time or the mobility to get to them;
- spreading out peak hour traffic flows;
- contributing to keeping Downtown "alive" and safe after normal working hours; and
- making better use of existing public facilities (e.g. schools, public buildings, transit systems).

While many programs and facilities are presently available Downtown, there are gaps between perceived needs and ability to meet these needs. The City could play an important role in seeing that these gaps are filled.

b. Objectives

Public initiatives should be designed so as to meet the following objectives:

- to ensure that sufficient facilities and programs are provided to meet the diverse needs of the future Downtown working population;
- to ensure that facilities and programs are easily accessible;
  - programs and facilities should be distributed throughout Downtown according to the location of potential user groups;
  - they should be easily accessible by public transit;
  - information as to what exists should be easily available and prominently displayed; and
  - facilities and programs should be available at reasonable cost.
- to ensure that the location of publicly provided facilities and programs contributes towards the overall objectives of the Core Area Policy Brief and "Handbook of Public Improvements", including contributions to the desired character of an area, to pedestrian circulation and open space systems, and to the activity and interest in public spaces.

c. Existing Situation

Investigation reveals that there are a considerable number of facilities for social and recreational activities in the Downtown. To date, most facilities are for non-athletic activities (e.g. theatres, lecture halls, meeting rooms). Major employers are now beginning to provide fitness facilities within new developments, although this is not a widespread trend and will normally only benefit a limited number of employees.

The accompanying map shows the distribution of facilities, indicating a concentration in the eastern half of the Downtown Core. This unequal distribution of facilities is a problem because the shortness of the lunch hour, a prime recreation time, means that they are not available to many employees. While the advent of L.R.T. now improves accessibility, it would be preferable to see additional facilities located in the western part of the Downtown. Several options exist for improvement. One is for the City to better use the Mewata Stadium site to address local recreational needs. Another involves encouraging the location of facilities in private buildings in the west end of Downtown.

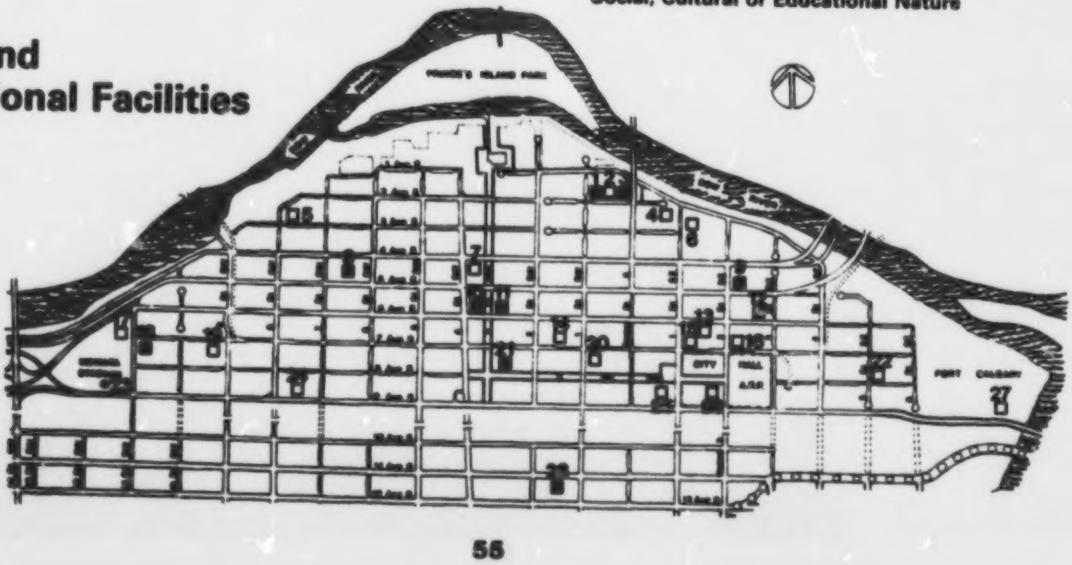
Social and Recreational Facilities:

1. Indian Friendship Centre
2. Chinese Public School
3. Chinese United Church
4. Chinese Pentecostal Church
5. Trinity Lutheran Church
6. National Film Board
7. Mount Calvary Lutheran Church
8. McDougall School
9. YWCA
10. Knox United Church
11. YMCA
12. Alberta Vocational Centre
13. St. Francis Church
14. Lunchbox Theatre
15. Cathedral Church of the Redeemer
16. Public Library
17. Planetarium/Pleiades Theatre
18. Kerby Centre
19. First Lutheran Church
20. Central United Church
21. Devonian Gardens
22. Golden Age Club
23. Mewata Stadium
24. Theatre Calgary
25. Glenbow Alberta Institute
26. Performing Arts Centre
27. Fort Calgary Interpretive Centre
28. Beltline Recreation Centre

● Fitness or Sports-Oriented Facilities and/or Programs

□ Facilities and/or Programs of Recreational, Social, Cultural or Educational Nature

Social and Recreational Facilities



d. Components of a Social/Recreational System

a) Information and the Efficient Use of Existing Facilities

There appears to be heavy use of some facilities, particularly fitness facilities, at peak hours, and under-utilization at other times. In addition, there may be other facilities that are under-utilized due to lack of information concerning their availability, problems of allocating costs when facilities are used by members of different organizations and so on.

Before recommending development of new facilities, all possible means for making more efficient use of existing facilities should be explored. A key element in the social/recreational system is therefore the development of an information service concerning what programs, facilities and services are available Downtown. At present, the task of disseminating information is assumed by individual organizations, with some co-ordination through the City's Public Information Department (in particular the Advice Information and Direction Centre) and Parks/Recreation Department (through its Cultural Resources Newsletter).

It is suggested that the City could play a larger role in seeing that information is made available in a co-ordinated fashion, at predictable times and in predictable locations. Mechanisms could vary from kiosks (manned or unmanned) located in public spaces such as the 8th Avenue Mall or in indoor shopping malls, to telephone systems, to newsletters or posters made available to private companies. This "Handbook" recommends that the Planning Department work with the Public Information Department and other relevant Departments to develop an information system for the Downtown.

b) Development of New Facilities Within Private Development

The cost of developing new facilities for various forms of recreation in the Downtown is very high, primarily due to high land costs. Economic sense would suggest that facilities be incorporated into office or residential buildings. Such a strategy is further supported by the need for facilities to be located close to work places.

One means of obtaining desired facilities is by encouraging their provision in private developments, either by removing any penalties or disincentives, or in some cases, providing some form of incentive to builders and developers. The bonus system for the Commercial Core area could contain incentives for the provision of certain public facilities within commercial buildings.

Bonusable features might include facilities such as theatres, sports or recreation facilities, churches, educational facilities, auditoria for use by amateur theatre or other outside groups, day care centres and so on. In order to be eligible, facilities should be accessible to the public and should clearly require the incentive for their provision.

While the space is provided by the private developer, the intent is that these facilities be for public use, and form part of a social/recreational system within the Downtown. In order for the various parts of the system to work together, a co-ordinating and planning role is necessary. For example, information should be available as to what kinds of facilities are needed in what locations, in order to provide guidance to developers who may be interested in taking advantage of the bonus available. Consultation should also be available regarding the design and operation of facilities, including the possibility of joint public/private arrangements.

Failure to undertake planning of this sort can result in a number of problems. For example, a collection of individually very good facilities could be overly concentrated in one part of the Core, duplicating existing facilities while leaving gaps in other areas, or becoming "white elephants" because of insufficient need, poor location and so on.

Because of the large number and variety of organizations which provide programs and facilities in the Downtown, their participation should be sought in assessing needs for future facilities. The Planning Department can then assume responsibility for communicating the results of this process to developers and negotiating for facilities as part of the development review process.

c) Public Provision of New Facilities

While major purchases of Downtown land for public social and recreational facilities are not recommended, there is an opportunity to better utilize an existing parcel of public land, that is, the Mewata Stadium site. It is felt that this land, situated as it now is at the edge of a developing Core, could be used for more intensive recreational purposes, accommodating indoor as well as outdoor activity. The location of the facility, close to existing and future Downtown residential developments, would be able to serve people who live as well as those who work Downtown. This "Handbook" recommends therefore that a Master Plan be prepared for the Mewata site that stresses the recreational needs of Downtown employees and residents.

d) Development of Programs

Programs of an athletic, cultural or recreational nature for Downtown employees are presently being offered by a wide variety of organizations. These organizations are generally very open to developing new programs in response to perceived needs. In order to meet the objective of ensuring that sufficient programs are provided to meet the needs of employees, then, the question becomes one of determining what these needs are, and communicating them to the appropriate providers of service. There are several ways of doing this, ranging from relatively "hard" methods like survey research, to public meetings and workshops, to initiating pilot projects or "test" programs and observing if sufficient interest is generated to make a program successful.

At present, each organization does its own program planning in response to needs which it has identified. In order to develop a system which is capable of identifying and responding to the needs of Downtown employees, co-ordination of the efforts of the various organizations involved in the Downtown would be required.

It is recommended that "Downtown employees" be identified as a target group, that the organizations presently involved in serving this group be brought together on a regular basis to compare notes, identify gaps and duplication in services, sponsor workshops or special studies, establish pilot projects and so on. The existence of such a group, a Downtown Opportunities Task Force, would provide a vehicle for engaging in ongoing planning to meet social/recreational needs in the Downtown. To the extent that the flexibility exists for organizations to adjust their programming to respond to new needs, no expenditure of funds is necessary. In the future, needs may be identified which may require additional resources, and requests for funds would be made to the appropriate organization, which may or may not be the City.

e. Implementation

This "Handbook" provides several specific recommendations which constitute the first steps in the establishment of the social/recreational system. As with other public improvements, monitoring of the effectiveness of the measures proposed is essential, along with annual recommendations for the gradual development of the system.

Residents

There is presently a resident population of approximately 11,000 in the Downtown, which tends to be concentrated in three areas: the East End (east of Centre Street); Chinatown; and the West End high-rise district (between approximately 6th and 9th Streets West). If the land use policies in the Core Area Policy Brief are realized, the residential population will increase substantially. The two major residential areas defined by the Core Area Policy Brief - the East End and Eau Claire - overlap or are immediately adjacent to these existing concentrations. They are intended to become high density residential precincts that afford the amenities of Downtown living: easy access to offices, shops and entertainment in the Core accompanied by nearby park amenities and streets oriented to pedestrians.

This section will therefore deal with each of these sub-areas. In order to support their viability as coherent residential precincts a number of necessary public initiatives have been endorsed.

The Downtown Plan (1979) identified the East End as an area in particular need of social services and facilities for residents and users. As a result, an extensive social planning process was initiated by the Social Services and Planning Departments in conjunction with agencies working in the area as well as residents, to make recommendations to meet the social/recreational needs of existing as well as future residents.

Consultation with service providers in the Downtown and with Downtown residents indicated that the West End and Chinatown were not presently high need areas. As a result, the recommendations for these areas are much less extensive. The recommended approach is that the situation in these areas should be monitored, and if, in the future, needs are identified, programs and services can be introduced to meet these needs. A Downtown Opportunities Task Force, as recommended in the previous section, could play a valuable role here as well.

East End Residents

a. Objectives

The primary objectives of this section are:

(i) to assess the needs of the area's current and projected population and to make recommendations for services and programs which will meet these needs;

(ii) to anticipate any major social problems which may develop and to make appropriate recommendations which, when implemented, will assist in preventing such problems.

The Core Area Policy Brief defines the East End residential precinct as the area east of 4th Street E. and north of 9th Avenue S. For the purposes of examining social needs and services, a broader area was used, generally stretching eastward from 1st Street E.

b. Current Social Needs

The two major groups which reside in and/or frequent the East End Area are senior citizens and transients. The two groups generally require different kinds of services.

(i) Senior Citizens

There is a population of approximately 1,300 senior citizens who currently reside in the senior citizens' high rises east of Centre Street.

The needs of the seniors fall into the following general categories:

- health and home care
- social/recreational
- information about and transportation to services and amenities, etc.

The large number of seniors who are concentrated in the area east of Centre Street could support some services provided on a local basis, (i.e. services which are part of a city-wide agency and decentralized to this area, or alternatively, those which are developed and operated by the community). Currently, the senior citizens' service which is provided specifically to East End residents is the Outreach Project for Eastern Core Seniors (OPECS). The area is also served by a number of city-wide services, but it is very likely that some of these could be provided at the community level. It is possible that the future Golden Age Club, which will be located in the East End, and plans to begin operation by late 1984, could provide additional services and facilities for seniors. Alternatively, residents need information on the availability of general services and how to access them.

(ii) Needy Transients

Because this segment of the population has not traditionally been provided with services other than just the bare essentials, many of their needs with respect to social, educational, and rehabilitation services are unclear. Many of these needs can be surmised, but should be substantiated through documentation.

Transients cannot be "classified" within a single category, and social service agencies who work with them suggest that there are four main groups who have varying service requirements: mobile transients, hard-core transients, natives and travelling youth. These four groups can be distinguished as follows:

(a) Mobile Transients

These are persons (generally men) from other cities or provinces who have come to Calgary to find a job and resettle here. They are attracted by presumed employment opportunities and often need initial assistance in locating a job. Needs of these persons are primarily:

- accommodation
- food and clothing
- employment counselling and/or placement
- general support in getting established.

(b) Hard-Core Transients

These are persons (primarily men, but also some women) who have developed a lifestyle of drifting from place to place, unemployment, possibly alcohol-related problems and dependency upon social agencies and institutions. They generally impact upon communities in which they reside or frequent by causing other residents to be frightened of loitering, intoxication and other socially unacceptable behaviour. Meeting the needs of these transients through the provision of social services not only directly assists the transients, but also reduces any negative impact that they may have upon the immediate community. Some of the needs of this group are:

- physical needs - accommodation, food, clothing
- daytime shelter and activities
- information and direction to available services
- health care
- detoxification and alcoholism treatment
- long-term accommodation and assistance in finding it
- employment training.

(c) Natives

Native persons are categorized separately because, in addition to sharing the needs noted in the above two categories, they also have needs relating to their integration into urban life. It is suggested by several social agency representatives that programs for natives should be separate for a short time in order to identify special needs. Some of the services which could be oriented specifically towards the native group are:

- a living skills program, including the development of skills to adapt to a white, urban life
- "aggressive outreach"
- sheltered workshops
- information and referral

(d) Travelling Youth

These are persons who stay in Calgary for a short time to see the city, and then presumably move on to another centre. It is very likely that some of the Youth Hostel users also seek employment and, depending on their success, stay or leave Calgary.

It has been suggested that the needs of this group are being met through the Youth Hostel.

c. Projected Needs and Services

In addition to planning for the existing senior citizens and transient groups, it is necessary to address the anticipated needs of future residents.

Due to the under-developed nature of much of the area, a large increase over the existing population can be expected. A more balanced mix of age and income groups should therefore be encouraged and anticipated.

Senior Citizens

Approximately 550 seniors currently live in the residential precinct east of 3rd Street East with an additional 750 seniors residing between Centre Street and 3rd Street East. It is anticipated that some seniors will move into the area as housing is developed. As the population base expands, it may be desirable to build additional senior citizens' accommodation, but no further seniors' housing projects should be constructed in the East End until a more balanced population is achieved.

Senior citizens' and inter-agency meetings representing seniors have identified the following services which are needed by the elderly on a community level:

- information and referral
- outreach and follow-up
- counselling (individual and group)
- high-rise co-ordinators
- health services
- drop in facility (with recreational and social programming).

With the exception of high-rise coordinators, some of these services could be located in a common senior citizens facility. The Golden Age Club, which is proposed for the East End, could meet this need.

The information and referral service would be an informal but regular program which would be run by volunteers and would be located in a highly visible location within the drop-in centre.

The Outreach Project for Eastern Core Seniors which is currently operating out of one of the seniors' high-rise could be relocated to the drop-in centre. A follow-up program is required to provide service and maintain contact with people who are identified by the outreach workers as being in need.

A part-time counselling program (one half day per week) should be located in the drop-in facility. This would be a demonstration project, in order to determine the actual need and would be provided by the Calgary Family Services Bureau or by the Federation of Family and Community Counselling Services of Calgary.

Health services are required and could be provided through the Local Board of Health and/or through private physicians. Private physicians could rent office space within the drop-in facility. The demand for decentralized Local Board of Health services should be monitored and such a service implemented if required.

The proposed drop-in facility should house a coordinator for living skills programs, social services and educational programs. This person should have contact with the proposed coordinators located in each of the senior citizens' high-rises. The drop-in facility coordinator, in conjunction with a community development coordinator, should also be responsible for monitoring and responding to any emerging senior citizen needs. Recreational/craft programming should be provided through the Parks/Recreation Department.

A coordinator should be located in each senior citizens' high-rise. This person would be responsible for: helping the seniors with their day-to-day needs, organizing a "neighbour's watch" program, maintaining a liaison between the residents and the outside community, and working in conjunction with the drop-in facility coordinator to develop "in-house" social and educational programs.

Other services identified as necessary for senior citizens are presently being provided on a city-wide basis and do not need to be decentralized. However, it is recommended that some form of co-ordination of homemaker services occur within the senior citizens' high-rise.

(ii) Transients' Needs and Services

(a) Development of a Comprehensive Services Plan

As was suggested above, not enough has been known about the needs of the transient population to make specific recommendations at this time. This need for more information resulted in a part-time staff person being hired by the Social Services Department to assist the Inner City Welcome and Recreation Centre (a drop-in centre for transients in the area) and to prepare a comprehensive social profile and assessment of the needs of transients in the area. This person has been acting as a "participant observer" and

- does outreach work with transients in the East End;
- works with clients in the Centre;
- documents service needs and general living conditions of the transients; and
- has compiled information for a comprehensive outline of services required by the transient population.

A report on the findings from this project has been prepared and reviewed by Council, ("Proposal on Accommodation and Related Services for Indigent Persons in Calgary", 1982). In addition, the Social Services Department has prepared a report on The Hand to House - the older, "burnt-out" transients who cannot be accommodated in existing senior citizens' housing or nursing homes, and who are drawn to the East End, often staying at the Single Mens Hostel, though this facility is not equipped to meet their needs.

(b) The Single Men's Hostel

It is generally agreed that the continuing presence of the Single Men's Hostel in the East End will be incompatible with a residential community. It is felt that it would inhibit development of the area because potential residents would be reluctant to situate themselves in close proximity to a population which is generally regarded with fear and anxiety. The relocation of the Single Men's Hostel has therefore been recommended.

The new location should be within walking distance of the services and facilities used by the clientele of the hostel (e.g. temporary employment services, inexpensive restaurants, clothing depot, day centre, counselling and activity programs, detoxification centre), and close to public transportation routes. In order to minimize the impact on the surrounding community, the hostel should be located in a more 'urban', 'anonymous' environment, where there is intensive activity in both day-time and evening - more people, and hence greater tolerance and less fear of strangers. The South Downtown area meets these criteria, and thus is proposed as the future location for the hostel. While most of the necessary social services are located close by, those such as the Inner City Welcome and Recreation Centre could move with the hostel to the same general area.

While the relocation of the hostel will not completely resolve the problems which presently exist - senior citizens who are intimidated by the transients who they find loitering in the area or wanting to sleep in the building lobbies at night or congregating in large groups in parks in the area - the number of transients using the area would be reduced, which should help to reduce the conflict between the two groups.

At the same time, additional measures should be taken to help the senior citizens to feel more secure and to improve their ability to cope with the situation. These measures could include a more visible police presence in the area, intensification of the Police Department's educational programs in seniors' high-rises, recreational programming which encourages groups of seniors to use public space in the area and to "claim the territory", physical improvements to the environment such as better night lighting and so on.

Preliminary discussions have been held with Provincial officials to discuss the hostel relocation. They have stated that they would seriously consider moving the hostel to an alternate location within a three or five year time period on the condition that:

1) City Council approves a use for redevelopment of the area which would be incompatible with the Hostel; and

2) The City is able to assist in finding an alternate site in an area which is close to the services utilized by the transients.

Discussions about the relocation of the hostel will continue until a definite action plan is developed.

(c) Youth Hostel - Future Compatibility

Some negative feelings about the youth hostel and its occupants were expressed by existing businesses and residents in the East End. However, the need for action on this issue is not as pronounced or urgent as it is for the Single Men's Hostel, and therefore, no recommendations for change are being made. Once development of the area begins, the impact of the hostel should be monitored and any necessary action taken at that time.

(iv) General Population - Needs and Services

In order to develop the East End as a "community" as opposed to simply an area of residential buildings, some community-based services, typical of existing neighbourhoods, must be provided.

(a) Social Services and Community Development

Social services for the general population other than senior citizens should be limited to general information and referral and the provision of assistance in accessing more specialized, city-wide services.

It is strongly recommended, however, that a community development component be introduced into the area at the beginning of the area's development. This would be implemented through having a community office, which could be in common with other social and recreational services, for example, in the senior citizens' facility.

Such a service should be community-based and designed to assess needs for social services, recreation and housing, and to encourage the development of resources to meet these needs. This would:

1) help to establish a sense of 'community' and,
2) provide an ongoing planning function as the community develops, assisting the community in making its needs known to the developers, the City and others who have an impact on the development of the area.

(b) Educational Facilities

Even though it is possible that some families will live in the area, it is not suggested that any school facilities be constructed. There would probably not be enough school-aged children to support a school, and children residing in the could attend one of the existing schools which are located in adjacent communities.

(c) Child Care Facilities

As with educational facilities, uncertainty about the number of children who may move into the area suggests that a decision to construct a specific day care facility in the area may be premature at this point. There are four other child-care facilities within relatively close distance of the proposed community: Alexandra Day-Care (in Inglewood/Ramsay) Bridgeland Day-Care, the Downtown YMCA, and the Children's Place (in Chinatown). Should these facilities prove to be inadequate, it may be possible to convert space within some of the residential developments into a small day care centre or develop other facilities.

(d) Recreational Facilities

Until a substantial portion of the area's redevelopment is completed and much of the community population is actually living in the area, it will not be possible to determine the need for a community recreational facility (i.e. a building). Being eligible for a Major Cultural Recreational Grant for a building is, in part, dependent upon the need being established and upon the immediate community financially supporting such a concept.

The anticipated profile of the population is one which suggests that a high proportion may belong to private facilities or draw upon the resources of the City as a whole and, therefore, may not be dependent upon a local community facility to satisfy personal recreation needs. In addition, there are several facilities located nearby which could serve the recreational and other programming needs of the community, including the YWCA, YMCA, and Fort Calgary. However, a specific site should be identified and purchased by the City in order that it be available if so required.

During the development phase, the community should have a community office, possibly located within the proposed Golden Age Club. This would facilitate the formation of a community association, which in turn, would assess the need for further development in terms of a building, programs, etc. A Parks/Recreation employee could staff the office on a part-time basis; thereby enabling the development of recreational and special interest programs at the outset.

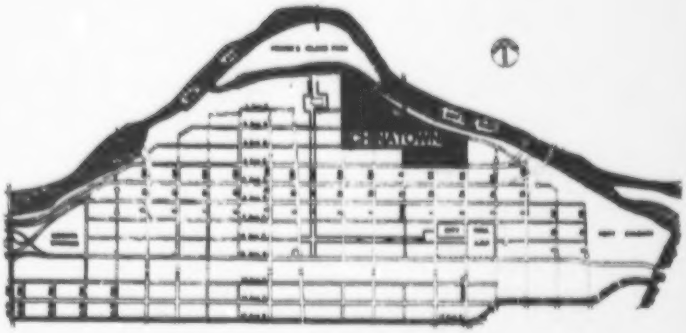
The private residential developments may well have recreational/socialization amenities included within each complex. These could include an arts and crafts facility, an exercise room, swimming pool, possibly raquetball and/or squash courts and party/activity room. This would serve to encourage a feeling of community within the individual developments and perhaps also reduce the need for a central facility.

(e) Health Services

It was suggested earlier that health services (i.e. a public health nurse) could be decentralized on a part-time basis in order to provide greater accessibility for seniors. The general community could utilize the same service if it was provided often enough. For ongoing care, the majority of the population would likely use private doctors and dentists. Emergency hospital care would be provided through the Calgary General Hospital.

Chinatown Residents

Special needs or conditions within Chinatown will be identified through the evolution of a new community plan, presently under study.



West End Residents

On the western edge of the Commercial Core are several high-rise towers with a population of approximately 5,000 persons. Much of the recent development in this area has been of a commercial nature. However, there are several new housing projects either recently constructed or proposed for the Eau Claire area (north of 4th Avenue S.), and west of 9th Street W., and more may be anticipated.

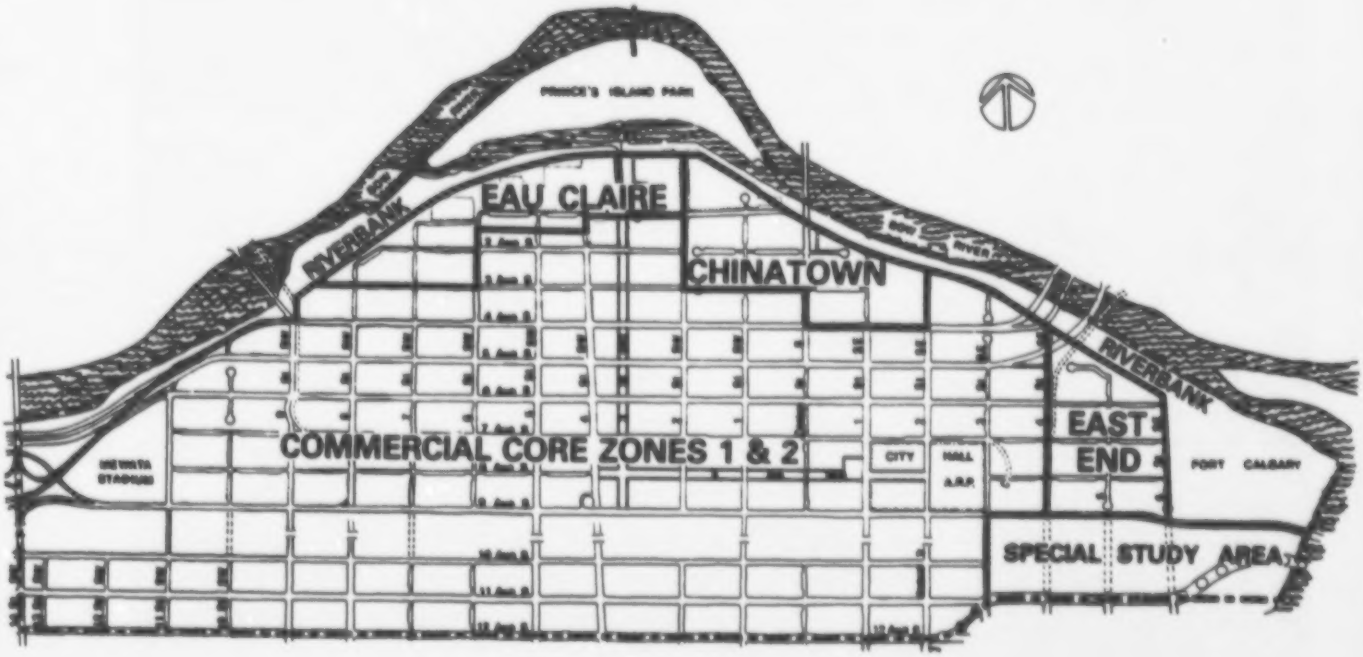
a. Current Social Needs and Recommendations

The limited information which was obtained from residents and service providers in the area indicates that the majority of the residents in the West End are young (under 35) working people, often new arrivals to Calgary, who may stay in the area for a couple of years, and who are mobile and non-locally-oriented, (drawing on the resources of the whole city to meet their needs). They are able to take advantage of the wide variety of services and facilities in the Downtown, and thus do not have many needs for local services. There was some indication through discussions that other groups with particular needs exist: a) condominium owners, often older and some with children, who because they intended to stay in the area, were more interested in local activities; and b) older non-working people, who might be isolated in the high-rises and who could benefit from social programs designed to encourage social interaction and the development of mutual support systems. A more complete study is required before social needs can be identified with any certainty.

The tentative conclusion reached, given the available information, is that social and recreational services are at present adequate to meet the needs of the existing population in the West End. This situation could change over time, as the population in the area grows, and as the population composition changes to reflect a broader spectrum of age, income, and lifestyle groups. As is recommended in the East End, the introduction of a community development component at some early point could help to identify needs and to involve the residents of the area themselves in shaping the future of this part of Downtown.

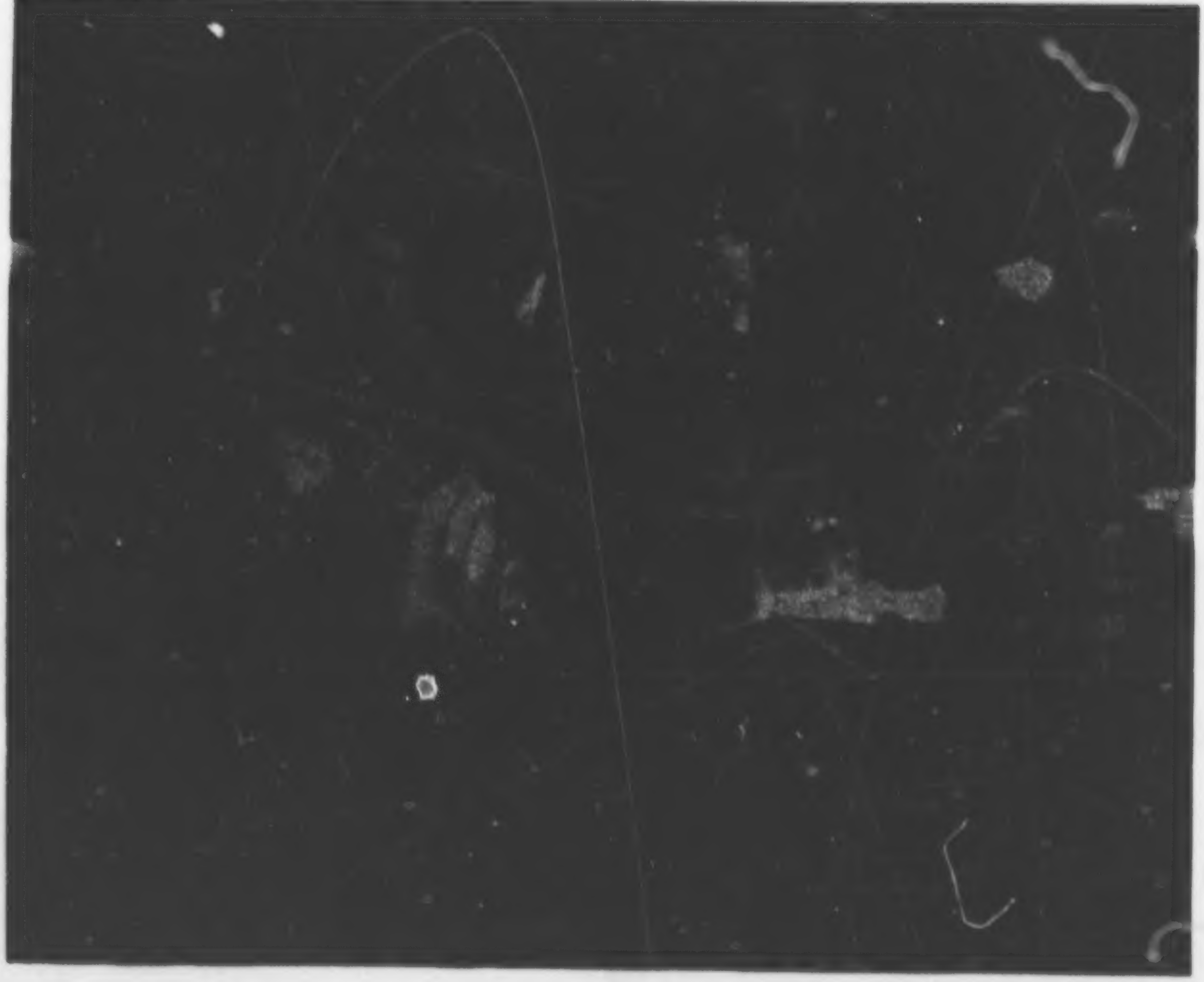
Part B Action Plans

Introduction
Commercial Core Zones 1 and 2
Eau Claire Residential Area
East End Residential Area
Riverbank


PRINCE'S ISLAND PARK
EAU CLAIRE
RIVERBANK
CHINATOWN
BOW RIVER
RIVERBANK
MEWATA STADIUM
COMMERCIAL CORE ZONES 1 & 2
CITY HALL
A.R.P.
EAST END
FORT CALGARY
SPECIAL STUDY AREA

Introduction

This section identifies a series of high priority actions directed toward improving critical aspects of the physical or social environment for a number of the Downtown sub-areas. (Action Plans for Chinatown and Victoria Park East will be developed through separate planning exercises). These Action Plans establish priorities for administrative programs as well as publicly or privately initiated physical improvements within the Downtown. Each of these plans will be reviewed and updated on an annual basis and will be used in establishing capital and operating budgets in succeeding years.



Commercial Core Zones 1 and 2

Overview

Within the Commercial Core Zone 1, improvements are concentrated somewhat for high visibility. The number of improvements proposed for this area is proportional to the large day-time population of Downtown users and employees. The major thrust is towards enhancing the pedestrian environment.

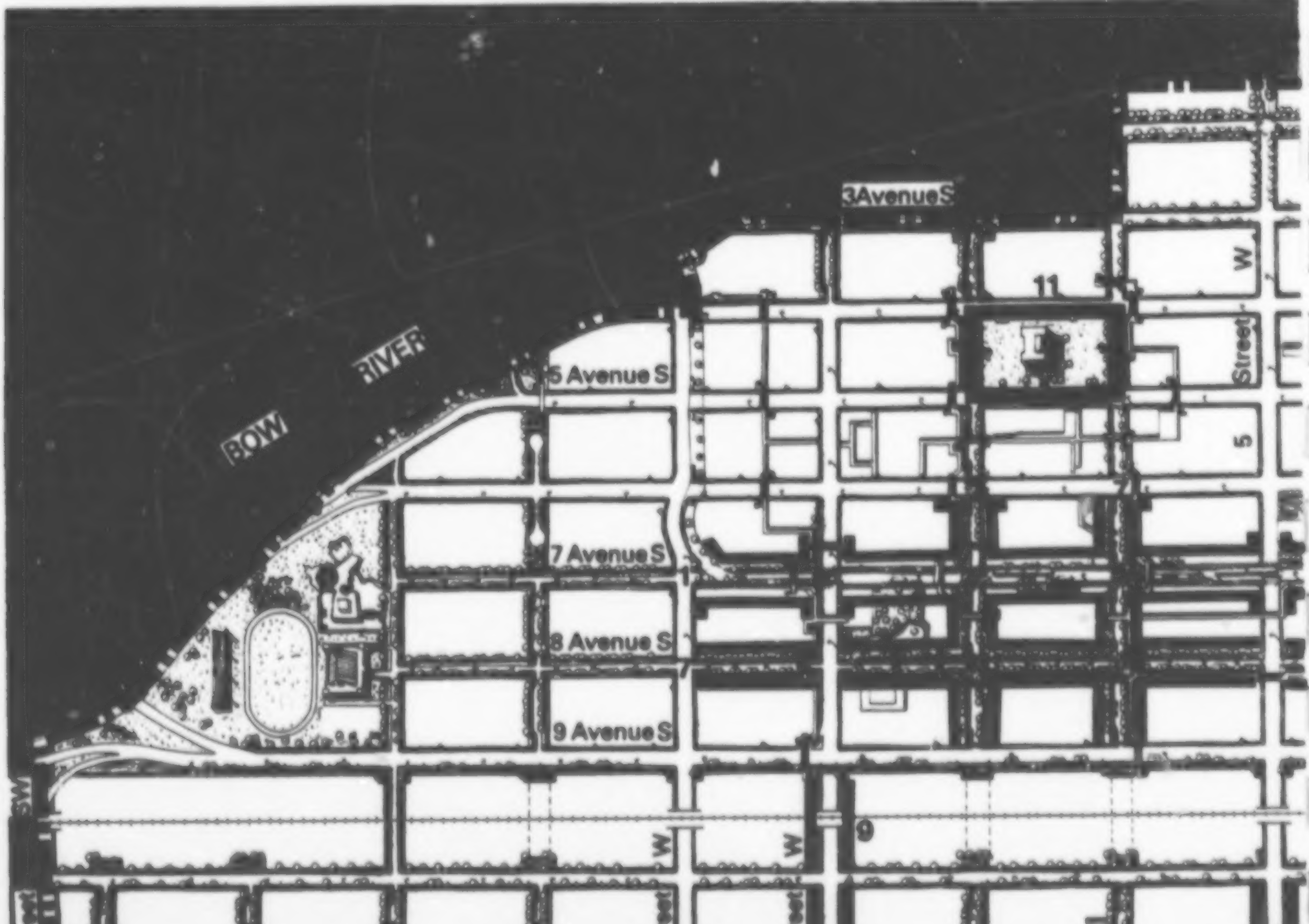
Three major public areas have also been identified; the 8th Avenue Mall, 7th Avenue Transit Corridor and 3rd Street Mall.

It is not anticipated that the Commercial Core Zone 2 will require major physical improvements in the immediate future. The improvements which are proposed are of a low-cost nature but of importance to pedestrian comfort and to the image of major entry points into the Downtown. Bleak underpasses between 9 and 10 Avenues S. could be vastly improved at minimal cost, through the introduction of proper lighting, graphics and colour. Sidewalk improvements are also proposed for the major pedestrian routes to the residential areas south of the Downtown.

First Priority Physical Improvements

The following items have been identified and will be detailed further in Part C, First Priority Physical Improvements. A capital budget for the Improvements contained throughout this "Handbook" is to be prepared by the Administration.

1. 7th Avenue Transit Corridor Enhancement
2. Development of the 3rd Street Mall, between 6th and 9th Avenues S.
3. Design and construction of Mall Display/Kiosk system
4. Construction of a pedestrian canopy along the 8th Avenue Mall.
5. Development of the intersection of 8th Avenue and Centre Street
6. Sidewalk improvements for local shopping streets:
   - 1st Street West between 7th and 9th Avenue S.
   - 2nd Street West between 7th and 9th Avenue.
7. Local Road Improvements - Demonstration Projects
   - 8th Avenue, between 4th and 9th Streets West S.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8 Avenue S
9 Avenue S
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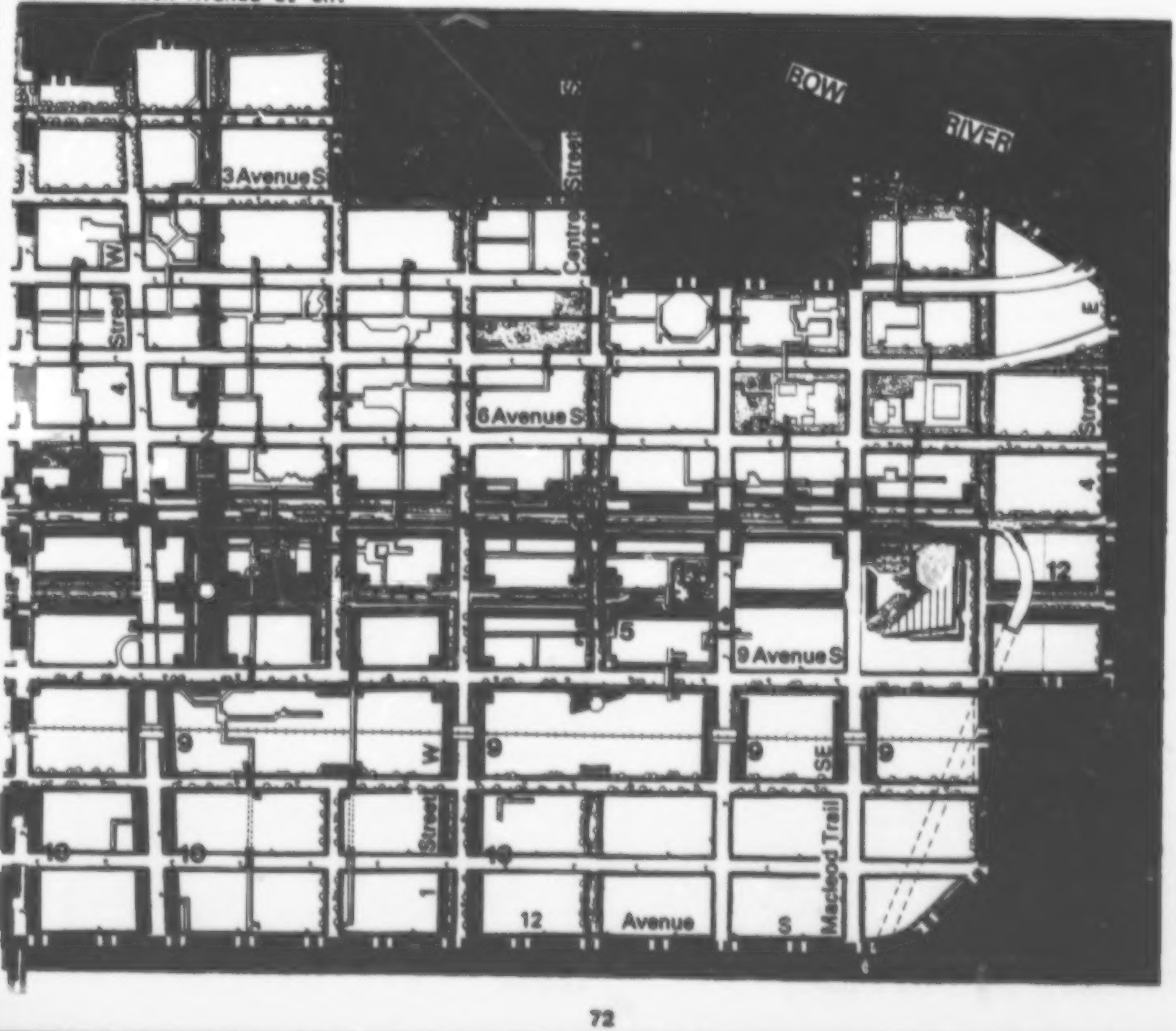
Avenue

- 6th Street West, between 6th and 9th Avenues S.
- 7th Street West, between 6th and 9th Avenues S.

8. Construction of prototypical bus shelters along 7th Avenue transit corridor.
9. Improvements to pedestrian underpasses between 9th and 10th Avenues S. at 8th Street W., 4th Street W., 1st Street W., 1st Street E. and Macleod Trail S.E.
10. Sidewalk improvements from 10th to 12th Avenue S. on:
    - 8th Street W.
    - 5th Street W.
    - 4th Street W.
    - 1st Street W.
11. Construction of an underground public parking structure on the McDougall School site.
12. Development of the 8th Avenue Promenade from 3rd Street E. to 4th Street E.


BOW
RIVER
3 Avenue S
Centre Street
W
Street
4
6 Avenue S
Street
E
4
12
5
9 Avenue S
9
9
9
9
W
SE
10
10
10
Street
1
12 Avenue S
Macleod Trail

First Priority Program Initiatives

The Commercial Core Zone 1 & 2 Action Plan contains the following program initiatives. A program budget for the Program Initiatives contained throughout this "Handbook" is to be prepared by the Administration.

A. Downtown Public Parking Information System

That Council direct the Administration to develop a signage system and information brochures aimed at enhancing the visibility and use ability of existing parking facilities.

B. Improving Downtown Accessibility

That Council direct the Planning Department, in conjunction with the Transportation Department and the Calgary Parking Authority, to prepare and bring forward to Council, proposals aimed at making Downtown more accessible for shopping purposes.

C. Interim Park Development

That Council direct the Planning Department to work with the Parks/Recreation Department to prepare recommendations for Council on the feasibility of a program of interim park development on vacant Downtown lands.

D. Downtown Public Awareness Program

That Council direct the Planning Department, in consultation with the Public Information Department, to develop mechanisms to sustain an awareness of the programs and activities taking place in Downtown and of events which might affect the Downtown (e.g. bulletin boards, circulars/newspapers, information kiosks).

E. Cultural and Entertainment Programs

That Council direct the Planning Department, together with the Parks/Recreation and Public Information Departments, to continue development of cultural and entertainment program for both the 8th Avenue and 3rd Street Malls, as in the existing 8th Avenue "Mall Days" program.

F. A Coordinated Signage System

That Council direct the Planning Department to continue the design and development of a co-ordinated signage system for Public Systems within the Downtown (e.g. +15 orientation, transit, bikeways, parking, and directional signage for pedestrians.) Particular attention should be paid to accommodating handicapped users.

G. Inter-Agency Downtown Opportunities Task Force

That Council direct the Planning Department to establish a "Downtown Opportunities Task Force" to co-ordinate and promote social, recreational, leisure and educational programs for Downtown employees and residents. This Task Force would be composed of representatives of agencies and organizations which currently provide services, facilities and programs for employees and residents.

H. Downtown Street Furniture System

That Council direct the Planning Department, in consultation with other Civic Departments, to develop a coordinated street furniture system. This should include lighting, seating, waste receptacles, sign holders, etc.

I. Public Parking Sites

That the Administration undertake to secure suitable sites within the parking corridors for the construction of public parking.

Eau Claire Residential Area

Overview

Sidewalk improvements will begin to establish the setting for the comfortable residential environment envisaged for the area. The nearby Riverbank Promenade and 3rd Street Mall development will create a major amenity not only for future Eau Claire residents but for the City as a whole.

First Priority Physical Improvements

1. Development of the 3rd Street Mall north of 2nd Avenue S.
2. Sidewalk improvements and bicycle route development on local roads:

   - 3rd Avenue S. between 7th and 8th Streets W.,
   - 2nd Avenue S. between 6th and 7th Streets W.,
   - 7th Street W. between 2nd and 3rd Avenue S.

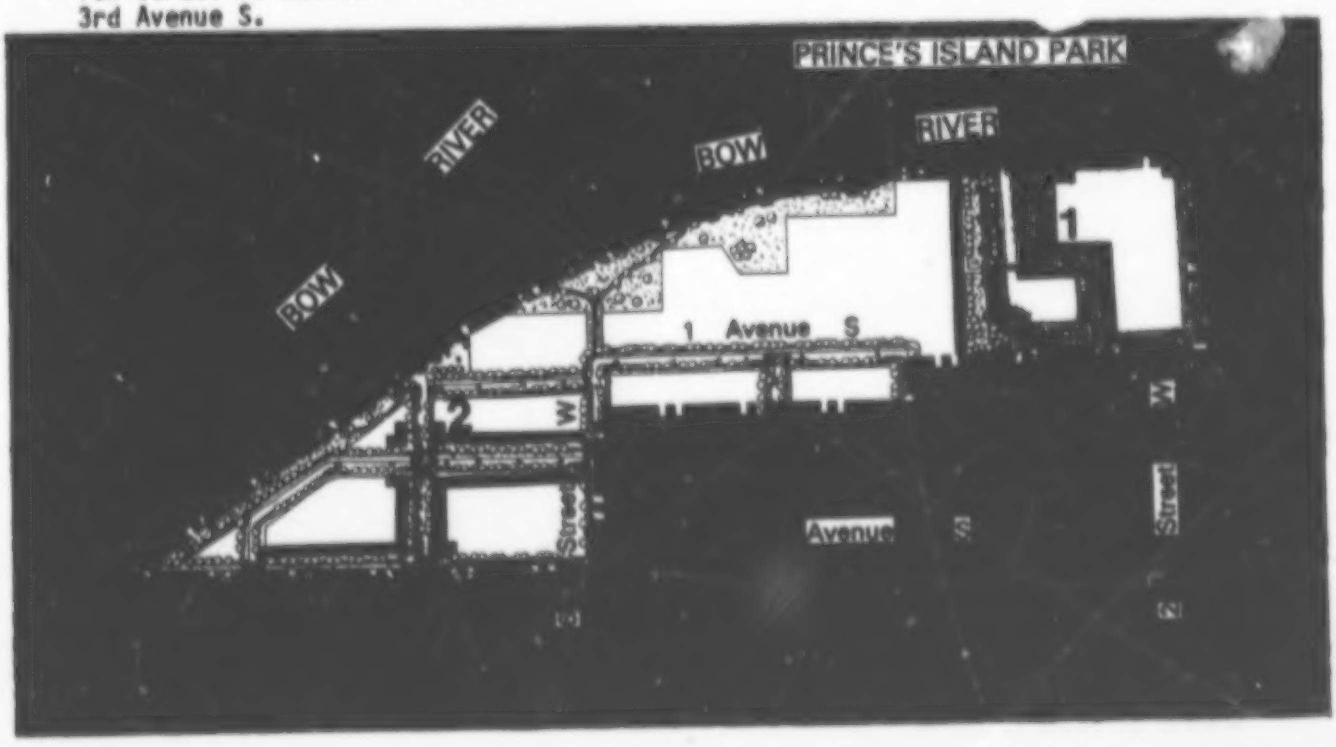
3. Public Signage- a billboard to illustrate the approved Plan and public improvements scheduled for the area.

A road closure on 3rd Avenue S. at 9th Street West may also be appropriate as a First Priority Initiative, and will be evaluated in the context of a separate report.

First Priority Program Initiatives

A. Bus Barns Demonstration Project

That the City-owned Bus Barns site be developed, as a mixed use demonstration project.



East End Residential Area

Overview

This package of public improvements will begin to establish a physical environment in the East End which is more conducive to residential development, particularly by reducing through traffic and relocating incompatible industries. Immediate attention will be given to 8th Avenue which provides an important pedestrian connection for existing residents. These improvements, and in particular the housing demonstration project, will clearly articulate the City's commitment to the development of a residential precinct in the East End.

First Priority Physical Improvements

1. Development of the 8th Avenue Promenade from 4th Street to 6th Street East.
2. Public signage (billboard) to illustrate the approved plan and public improvements scheduled for the area.

Road closures at 5th and 6th Streets East, along the north side of 9th Avenue S. may also be appropriate as First Priority Improvements. These will be evaluated within the context of a separate report.

First Priority Program Initiatives

A. Relocation of Incompatible Activities

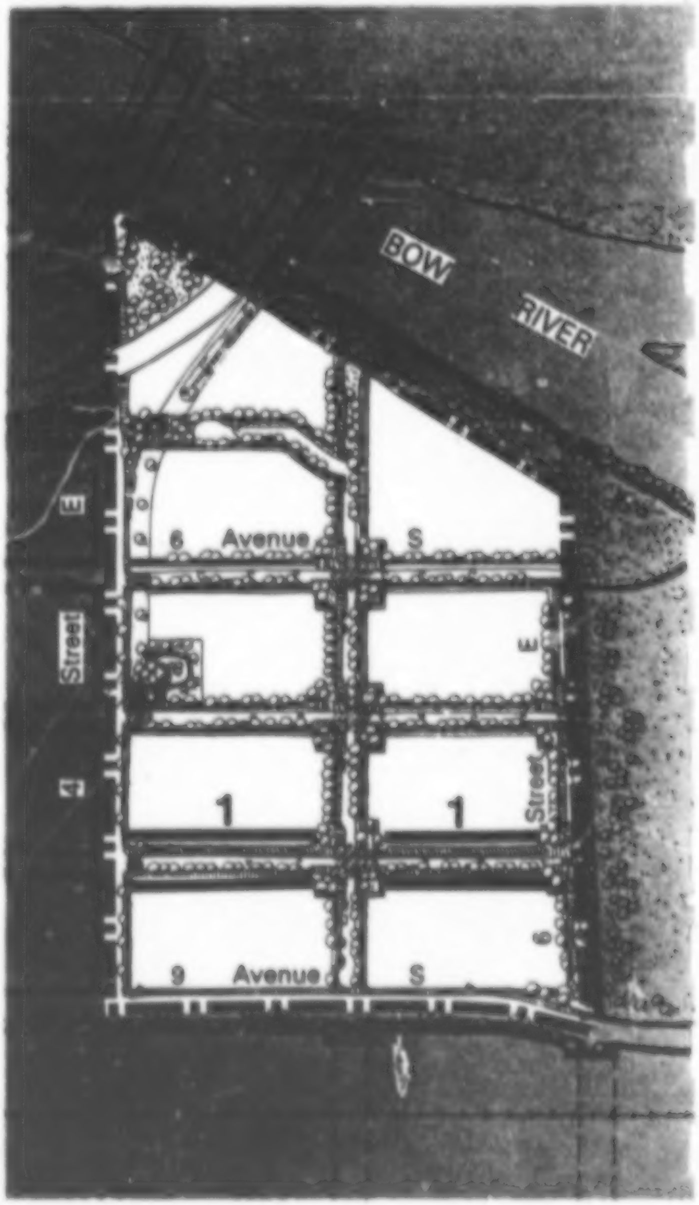
That Council direct the Land Department to continue the re-location of incompatible industries.

B. Housing Demonstration Project

That Council direct the Land Department to assemble land for a proposal call for a housing demonstration project.

C. Community Recreation Facility

That Council direct the Land Department to initiate land acquisition to provide a site for future community services.



D. Coordinated Delivery of Community Services

That Council direct the Social Services Department to work closely with agencies actively involved in the area (e.g. Outreach Project for Eastern Core Seniors (OPECS) and East Core Housing Society) to ensure that the following services be maintained and developed at the community level to meet the needs of existing and future residents of the East End:

- information and referral
- outreach and follow-up
- counselling for individuals and groups
- health services
- senior citizens' programs
- community development services

E. Senior Citizens' Coordinators

That Council direct the Social Services Department to evaluate the need for, feasibility of, and sources of funding for co-ordinators within each of the senior citizens' high-rises. The role of such co-ordinators might be to provide "front-line" social services such as outreach, follow-up, concrete services in emergencies, social support and encouragement of mutual aid amoung seniors. A report should be prepared for Council within six months.

F. Services for Transients

The Social Services Department has brought forward specific recommendations arising from studies of the services and facilities required for transients. Two particular areas addressed are accomodation for the "hand-to-house" and day-time drop-in services. Any follow-up actions required should be undertaken.

G. Relocation of the Single Men's Hostel

That Council, in recognizing the incompatibility of the Single Men's Hostel with the development of a stable residential precinct, and at the same time acknowledging the need for hostel clientele to be close to services and facilities, direct the Social Services, Planning and Land Departments to continue to work with the Provincial Department of Social Services and Community Health to relocate the Hostel from its present location. An appropriate location in the South Downtown would provide readily accessible social services. The relocation should occur within three to five years.

H. Community Level Policing

Recognizing the strong concern on the part of area residents, mostly senior citizens, with the question of security in the area, the Police Department has investigated:

(i) ways in which the police "presence" in the area, particularly around senior citizens' high-rises, might be made more visible; and

(ii) the merits and feasibility of implementing a "community policing" approach towards patrolling in the residential precinct, thereby permitting greater interaction between residents, businesses and police officers on a daily basis.

This process should continue and any additional measures required brought forward to Council for review.

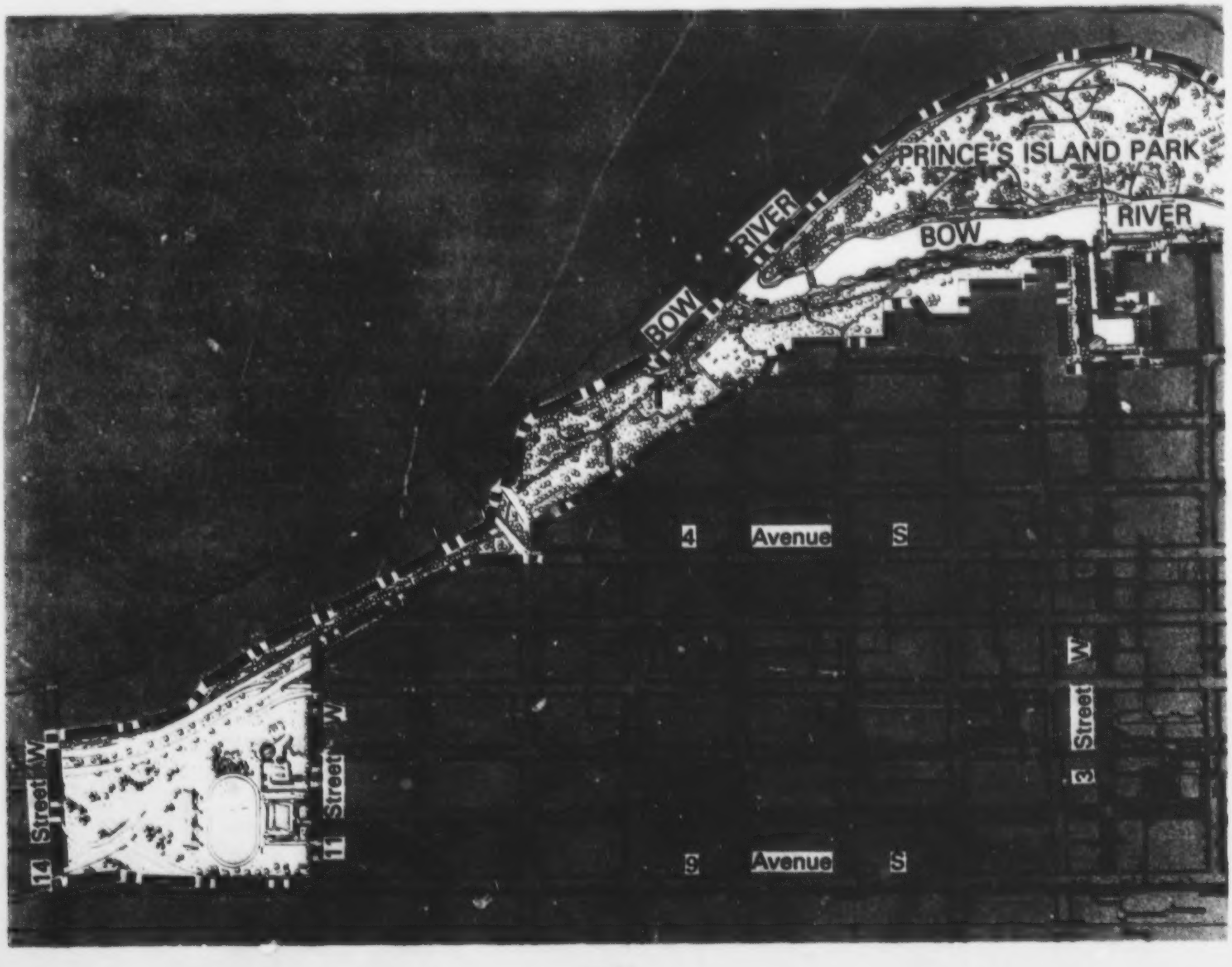
Riverbank

Overview

The aim of the plan for the Riverbank is to accommodate the diverse spectrum of recreation needs generated by the increasing number of Downtown residents and employees. In addition, connections to the Riverbank have been emphasized in each of the areas which abut the River.

First Priority Physical Improvements

1. Widening and lighting the primary trail between 10th Street West and St. Patrick's Island Bridge.
2. Development of the Riverbank Promenade between Centre Street and 3rd Street West.
3. Planning and development of a specialized facility such as a Farmers' Market.

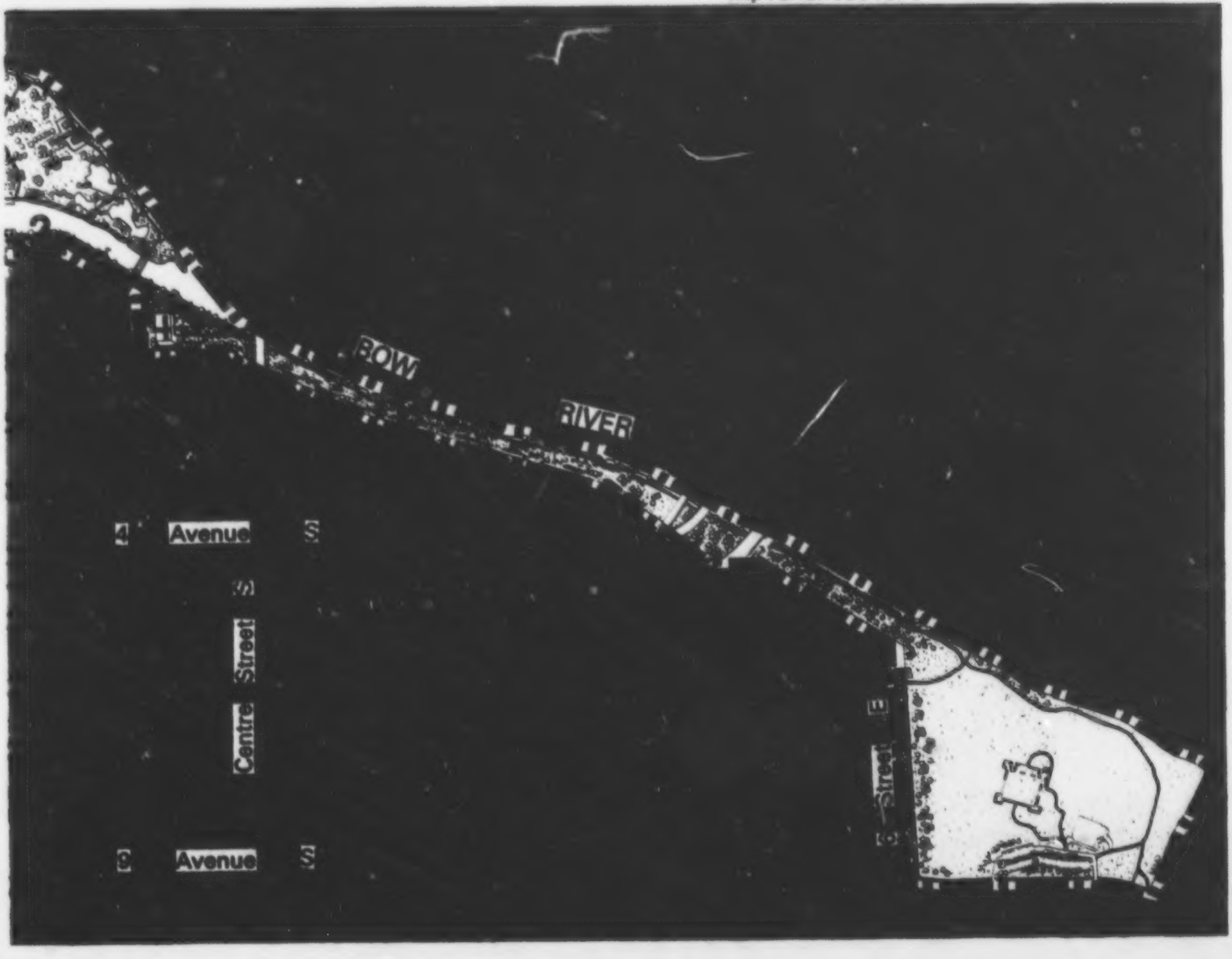

PRINCE'S ISLAND PARK
RIVER
BOW
RIVER
BOW
4 Avenue S
3 Street W
14 Street W
11 Street W
9 Avenue S

First Priority Program Initiatives

A. Master Plans

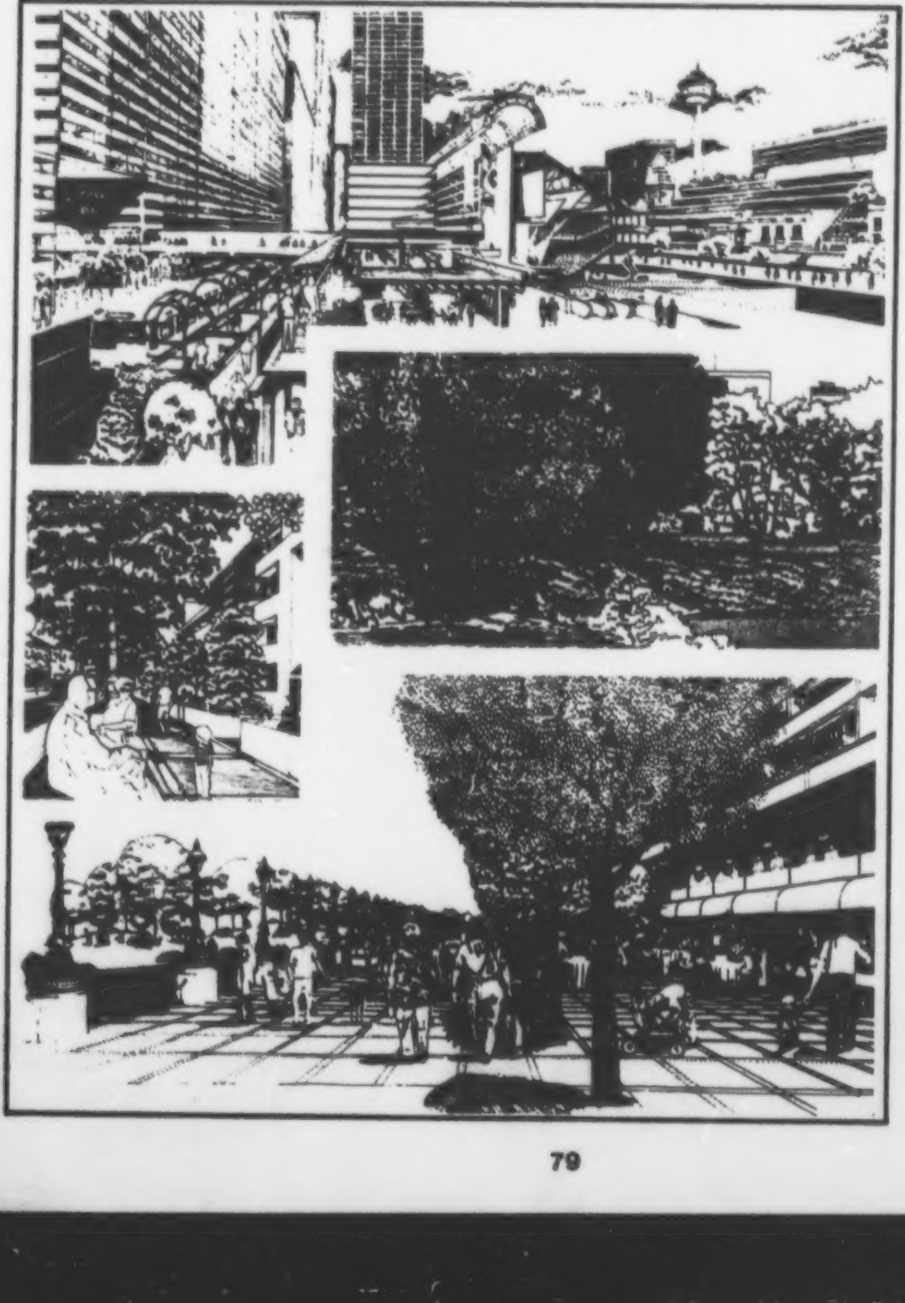
That Council direct the Planning and Parks/Recreation Departments to prepare and complete Master Plans for the following areas:

- Master Plan for the East End of Prince's Island, presently underway, for Council's future review, approval and implementation.
- Master plan for Mewata Stadium, with specific objectives to increase public usage by Downtown residents and employees as well as co-ordinating future plans with those of the Planetarium - for Council's future review, approval and implementation.
- Master Plan for Fort Calgary, presently underway, for Council's future review, approval and implementation.



Part C 1st Priority Physical Improvements

Commercial Core Zones 1 and 2
Eau Claire Residential Area
East End Residential Area
Riverbank
Financial Summary



1st Priority Physical Improvements

This section details all First Priority Physical Improvements outlined under "Part B - Action Plans". These Improvements are to be re-evaluated and updated annually, and used in establishing capital and operating budgets in succeeding years.

It should be noted that physical improvements detailed here for execution are subject to minor change based on detailed design requirements and the development of a prototypical furniture and signage system for the Downtown. The descriptions and/or drawings included under each improvement are intended to give a clear image of the character and quality to be expected, and to allow for preliminary cost estimates. Detailed drawings will still be required prior to construction. Actual costs may vary with specific site conditions, inflation and detailed design.

The overall costs to the City associated with the implementation of these improvements may be substantially less, for the following reasons:

- Many of the First Priority Improvements may in part be undertaken by private land-owners at the time of redevelopment, or through available Bonus Provisions.
- A number of improvements have the potential of generating an income in the future, for example, the Farmers' Market and the Mall Kiosk system.
- Many of the proposed improvements would typically be a part of the ongoing capital expenditures process of various City Departments, as for example bus shelters, sidewalk repair and tree planting. As such, the additional funds required are in many cases minimal.

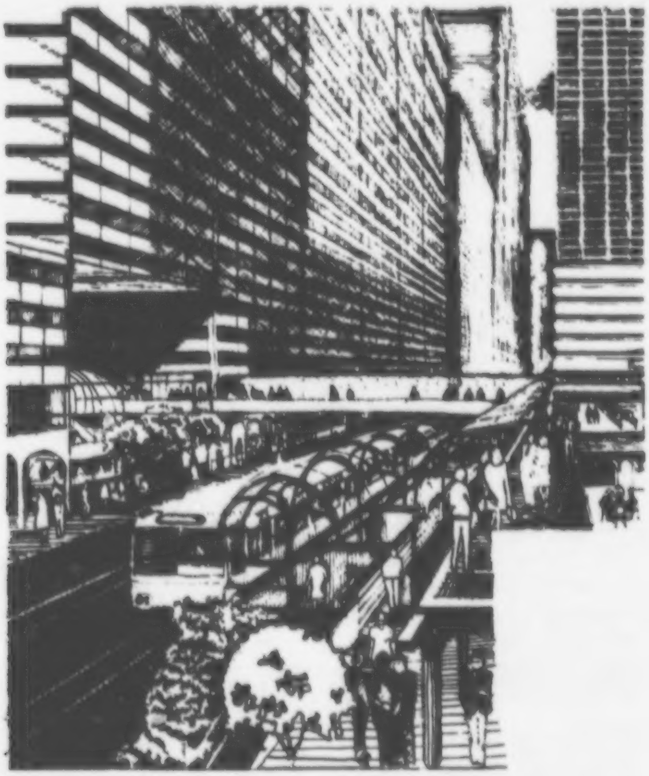
Commercial Core Zones 1 and 2

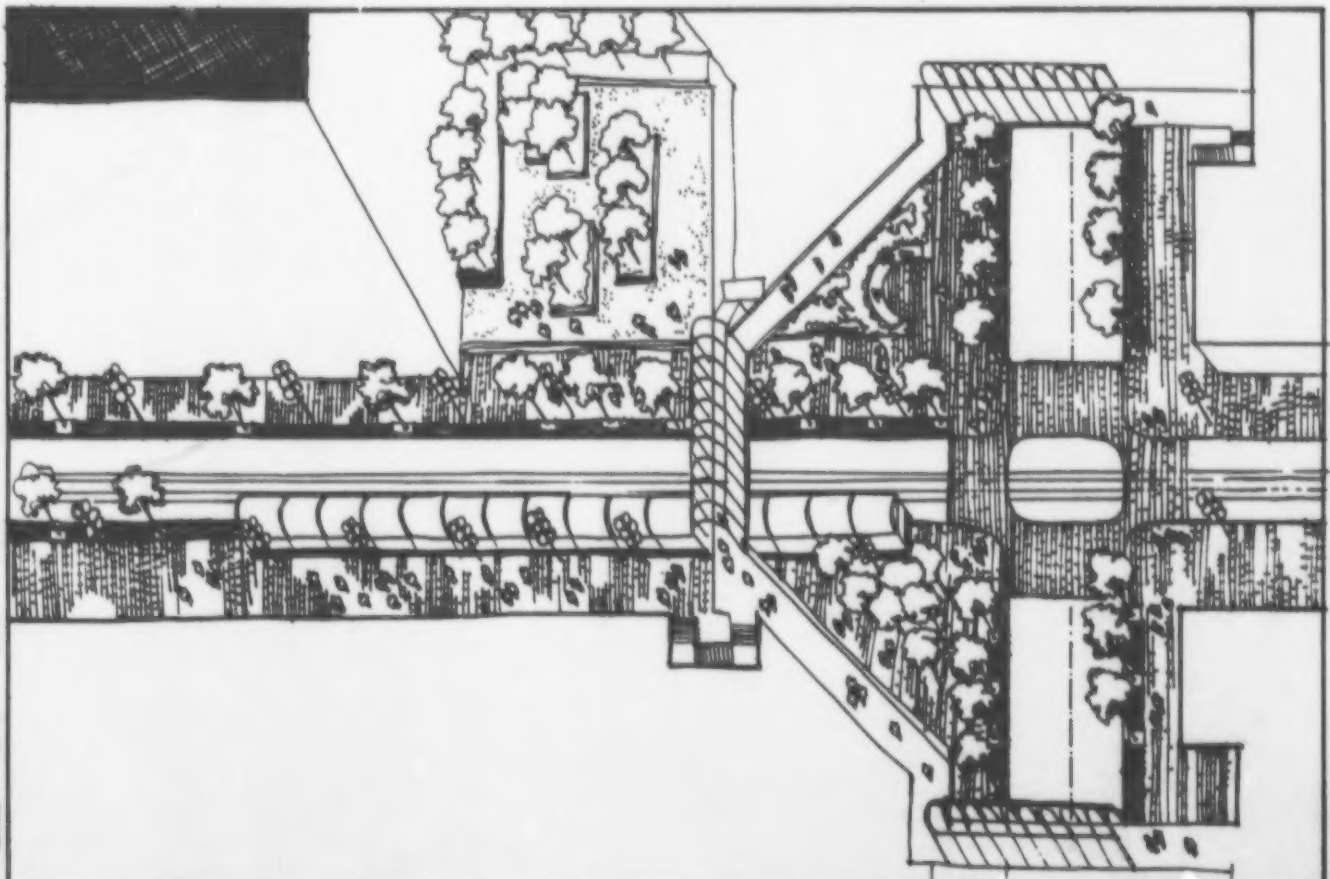
CC-1 7th Avenue Transit Corridor Enhancement

Seventh Avenue is the focus for the transit system within the Downtown. As such, it is an important entry/exit point, and will serve to establish an image of the quality of the entire Core area. Improvements include: paving, planting, lighting, display, and signage.

a. Estimated January 1983 cost $1,500,000

b. Potential sources of funding
  - o Adjacent land owners at the time of redevelopment
  - o Bonus Provisions.





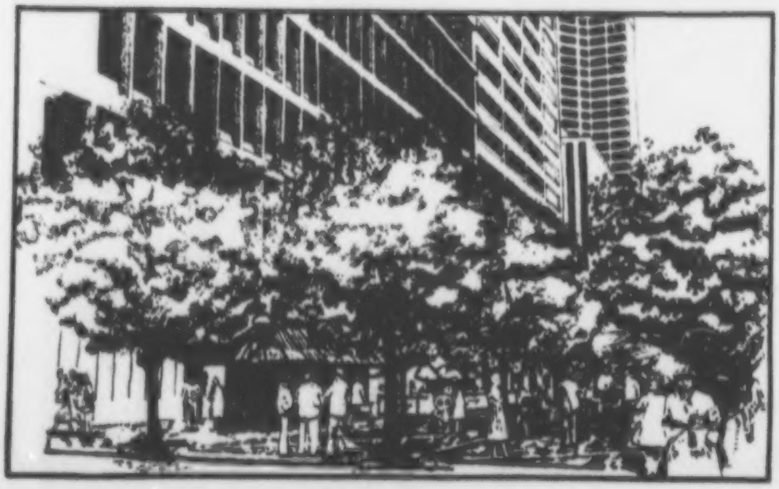
CC-2 3rd Street Mall Between 6th & 9th Avenue South

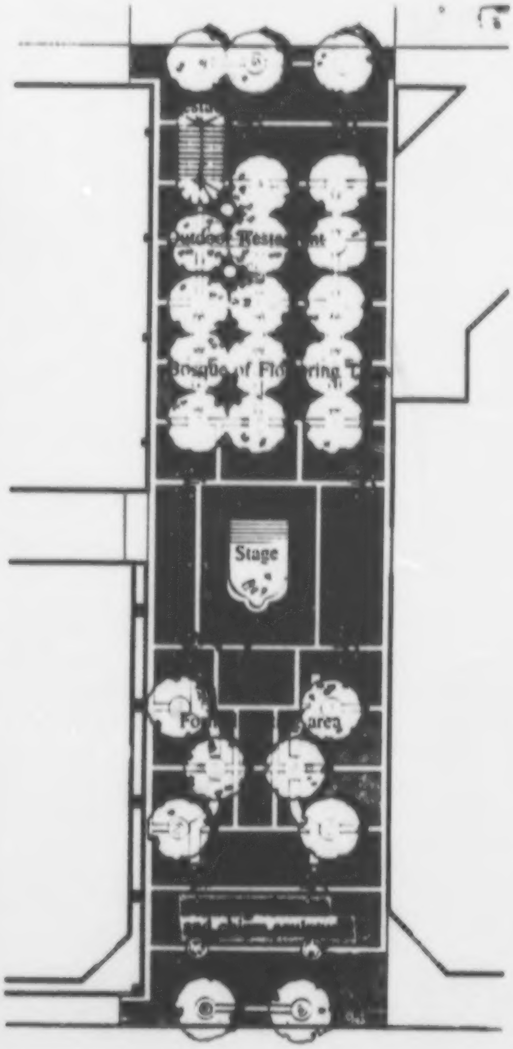
In an intensively used part of the Downtown, this conversion of a street to a pedestrian mall will contribute to establishing one of the pedestrian precincts and initiate an attractive and comfortable link from the Core area to the Riverbank. This project also includes the establishment of the intersection of the 3rd Street and 8th Avenue malls as a major pedestrian attraction, along with the extension of the 8th Avenue Mall to 4th Street West.

A design concept for the 3rd Street Mall has been prepared and is in the process of refinement and costing.

a. Estimated January 1983 cost
   $1,700,000

b. Potential sources of funding
   - o Adjacent landowners at time of redevelopment
   - o Bonus Provisions.





CC-3 Mall Kiosk System

The Mall Days Experiment has progressed to where there is now extensive retail and entertainment activity taking place on the Mall during much of the year. This improvement involves the design and construction of a Kiosk System which could be either rented by individuals for retail and information functions, or used for Mall activity programming. They could create points of interest along the Mall by adding color, activities and places for people to congregate.

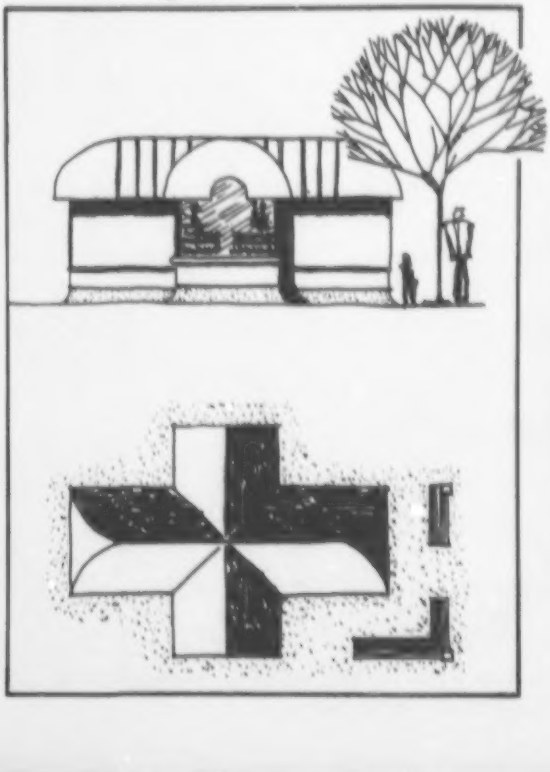
The kiosks should be designed to be functional as well as attractive, and should accommodate the following criteria:

- o to be portable, so as to be set up on the Mall for the summer months, and removed if required;
- o to be designed to be secure, allowing merchants to lock-up the kiosk overnight;
- o to be transparent and visible, allowing attractive display of a variety of available goods, while being attractive even when not in use;
- o to allow integration with seating and planting areas.

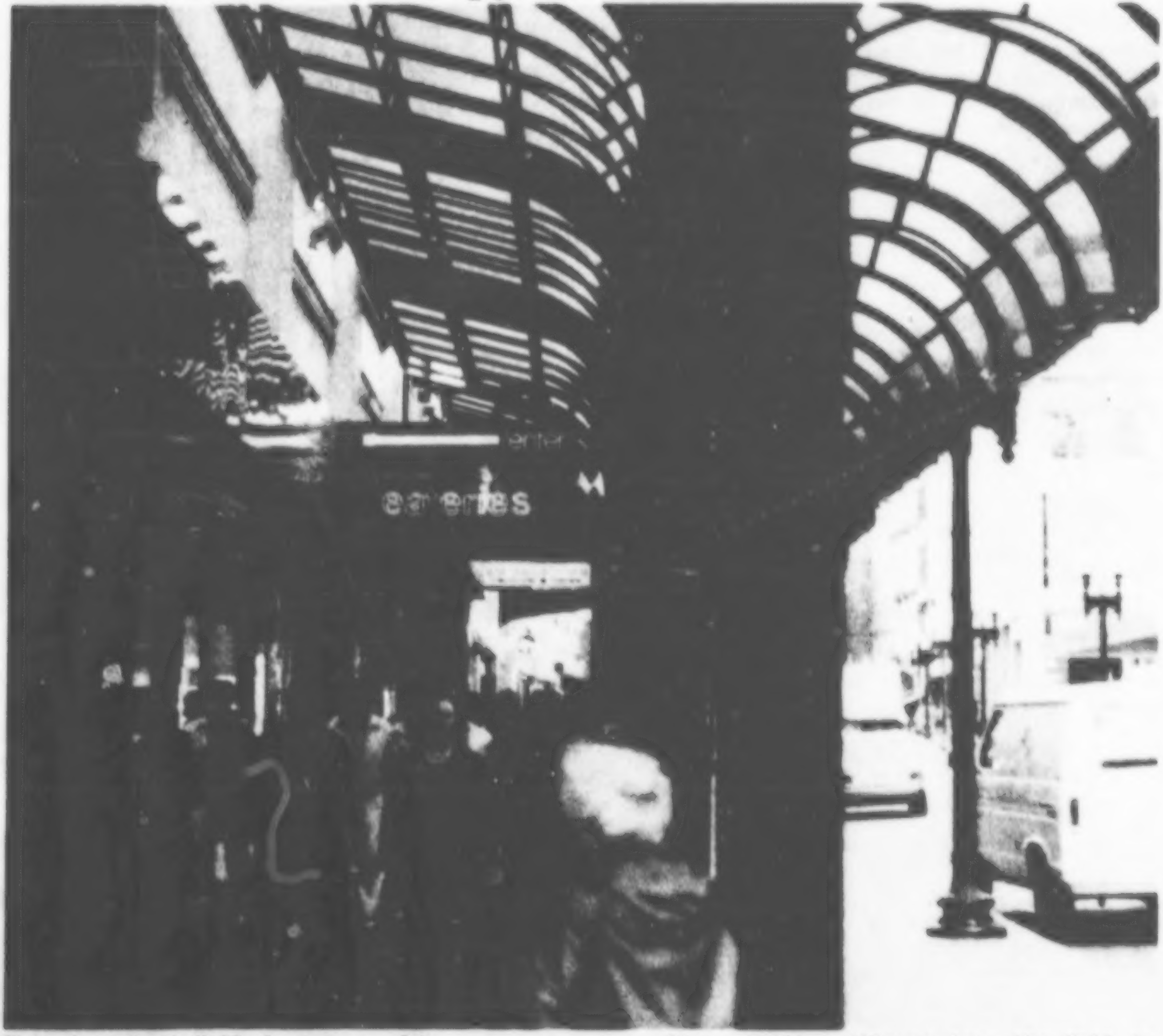
General design criteria require in some cases technical components such as water and sewer outlets, as well as aesthetic concerns of the kiosk design being complementary with the character of the Mall. There would be approximately three kiosks of varying sizes on each block of the Mall, with a total of nine overall.

a. Estimated January 1983 cost $180,000

b. Potential sources of funding
o Bonus Provisions
o Rental Revenues.



CC-4 Pedestrian Canopy on 8th Avenue Mall

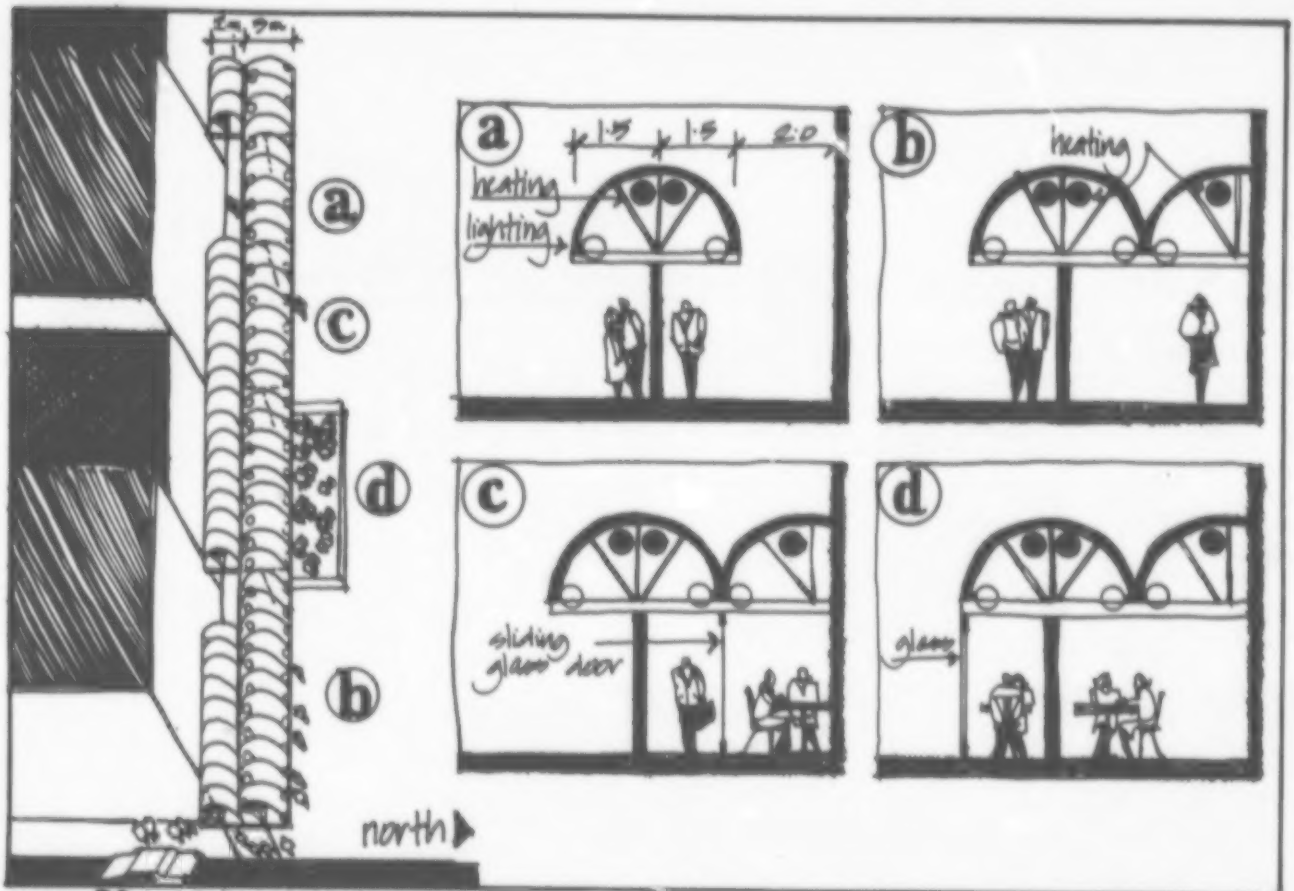


This important Mall feature would:

- provide weather protection and some heating in the winter, while allowing it to remain as open space,
- provide an organizing element in terms of lighting and cover for street sales during the summer, and
- allow retail spillover into the Mall in the form of transparent glass enclosures.

a. Estimated January 1983 cost $1,235,000

b. Potential sources of funding
   o Bonus Provisions
   o Adjacent land owners.


2m
5m
a
c
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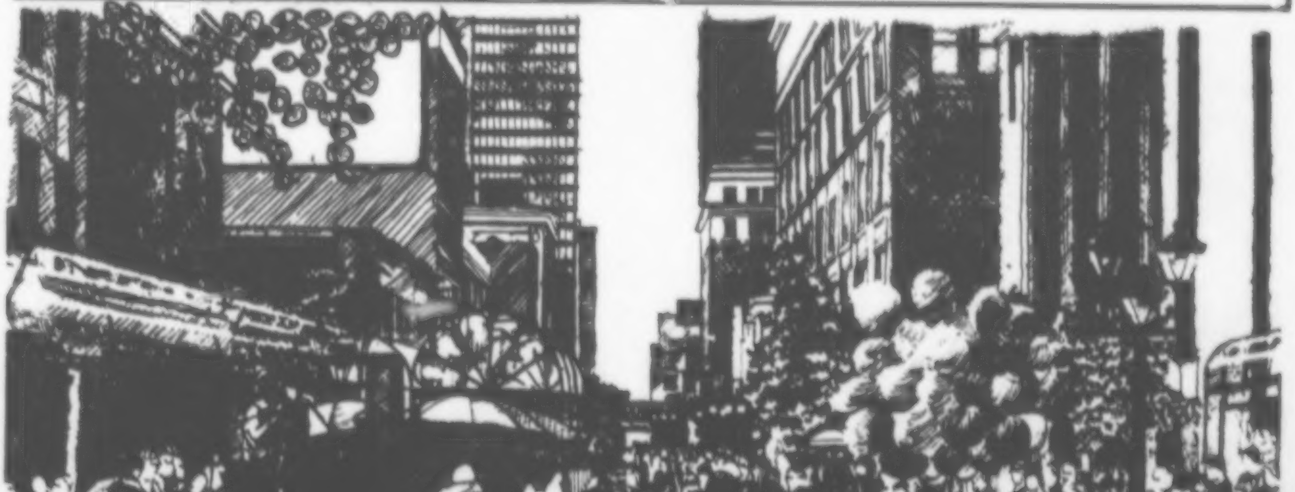
b
north
a
1.5
1.5
2.0
heating
lighting
b
heating
c
sliding glass door
d
glass



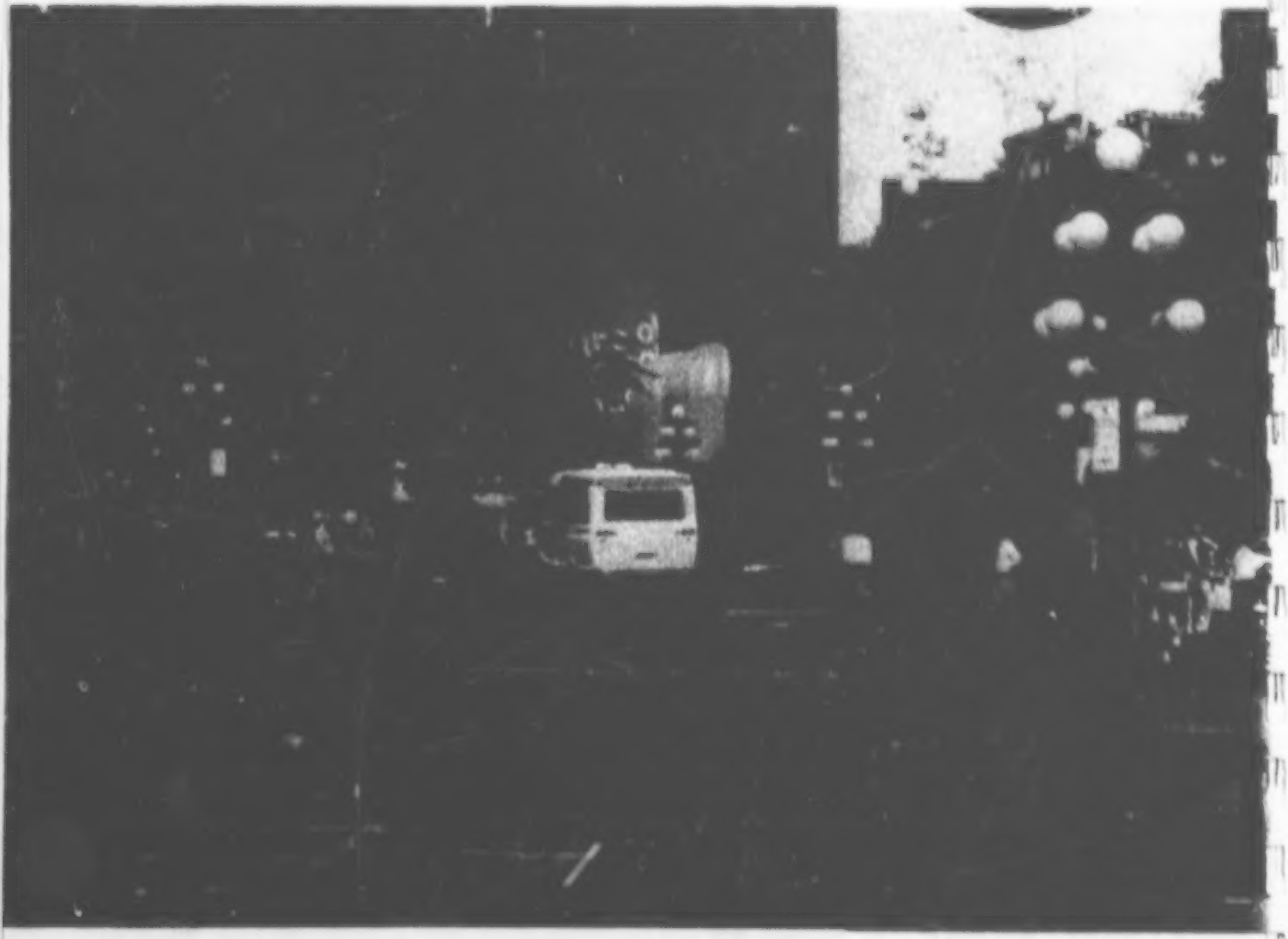
CC-5 8th Avenue and Centre Street Intersection

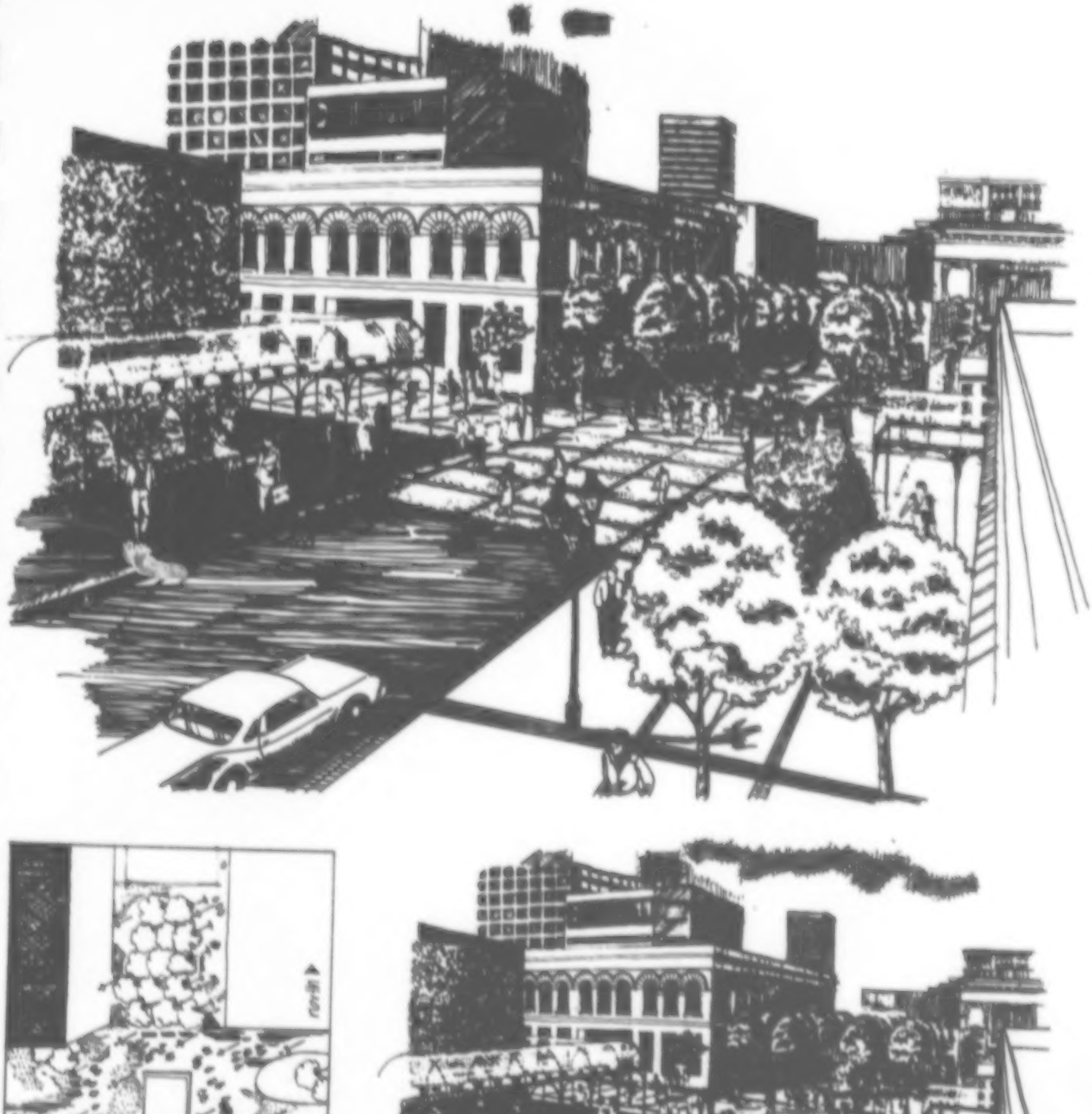
This is seen as an important ingredient in improving the 8th Avenue Mall, reinforcing the potential heritage character of 8th Avenue and functioning as a focal point for the Special Heritage Area.

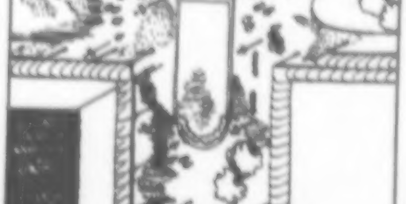
Initially, this improvement will involve a narrowing of the road carriageway, the extension of special paving across the street and a series of general pedestrian oriented improvements. The intent is to allow for the future closure of Centre Street to car traffic during special events, while improving the quality and size of the Mall at all times. This portion of Centre Street may eventually become completely closed to traffic.

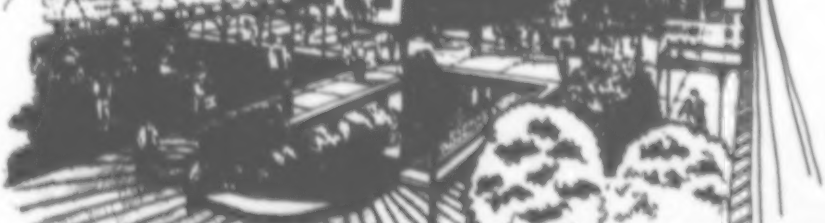
a. Estimated January 1983 cost $375,000

b. Potential sources of funding
   o Bonus Provisions.






north



CC-6 Sidewalk Improvements

- o 1st Street West between 7th and 9th Avenue S.
- o 2nd Street West between 7th and 9th Avenue S.

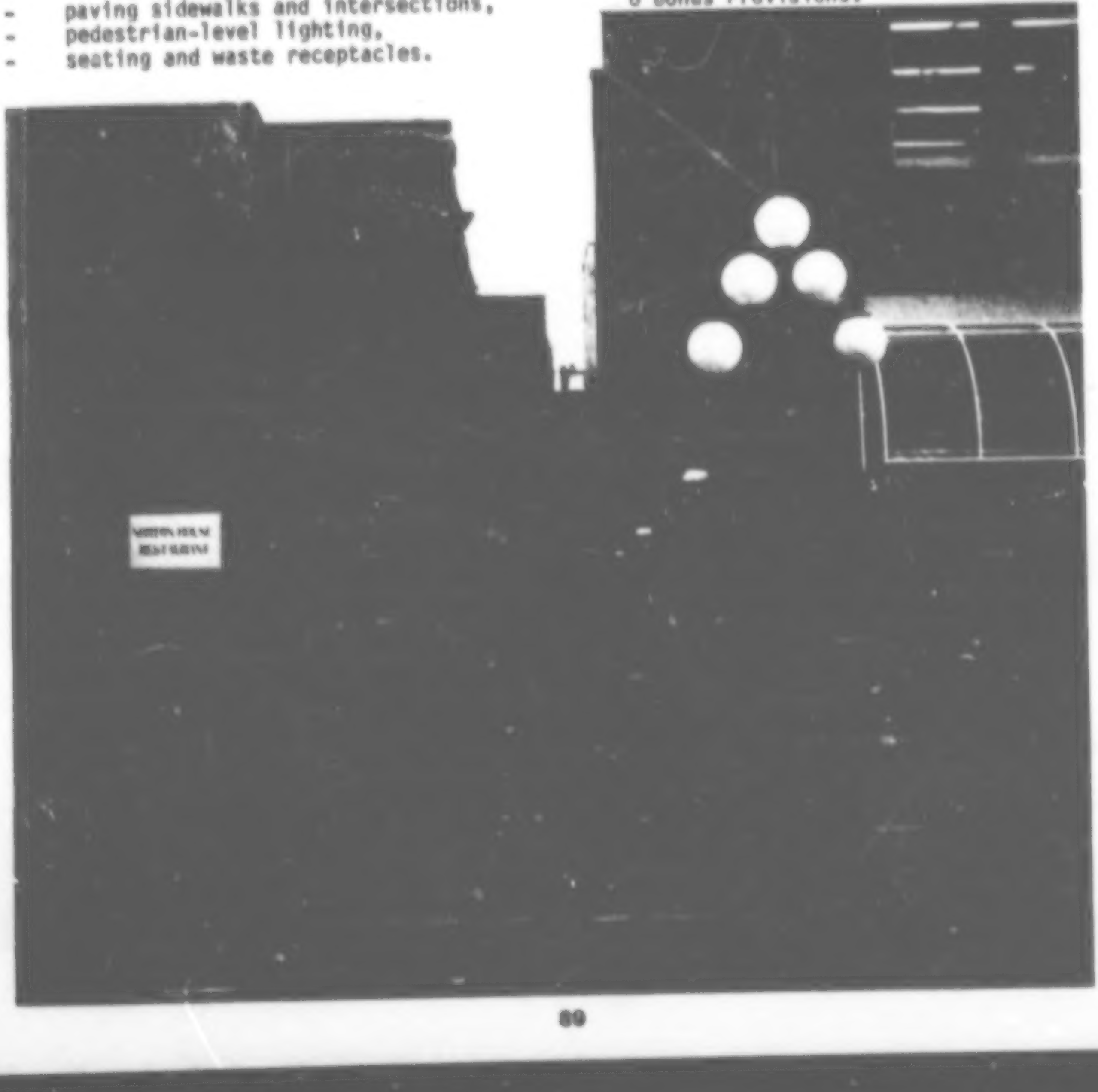
Specific Requirements

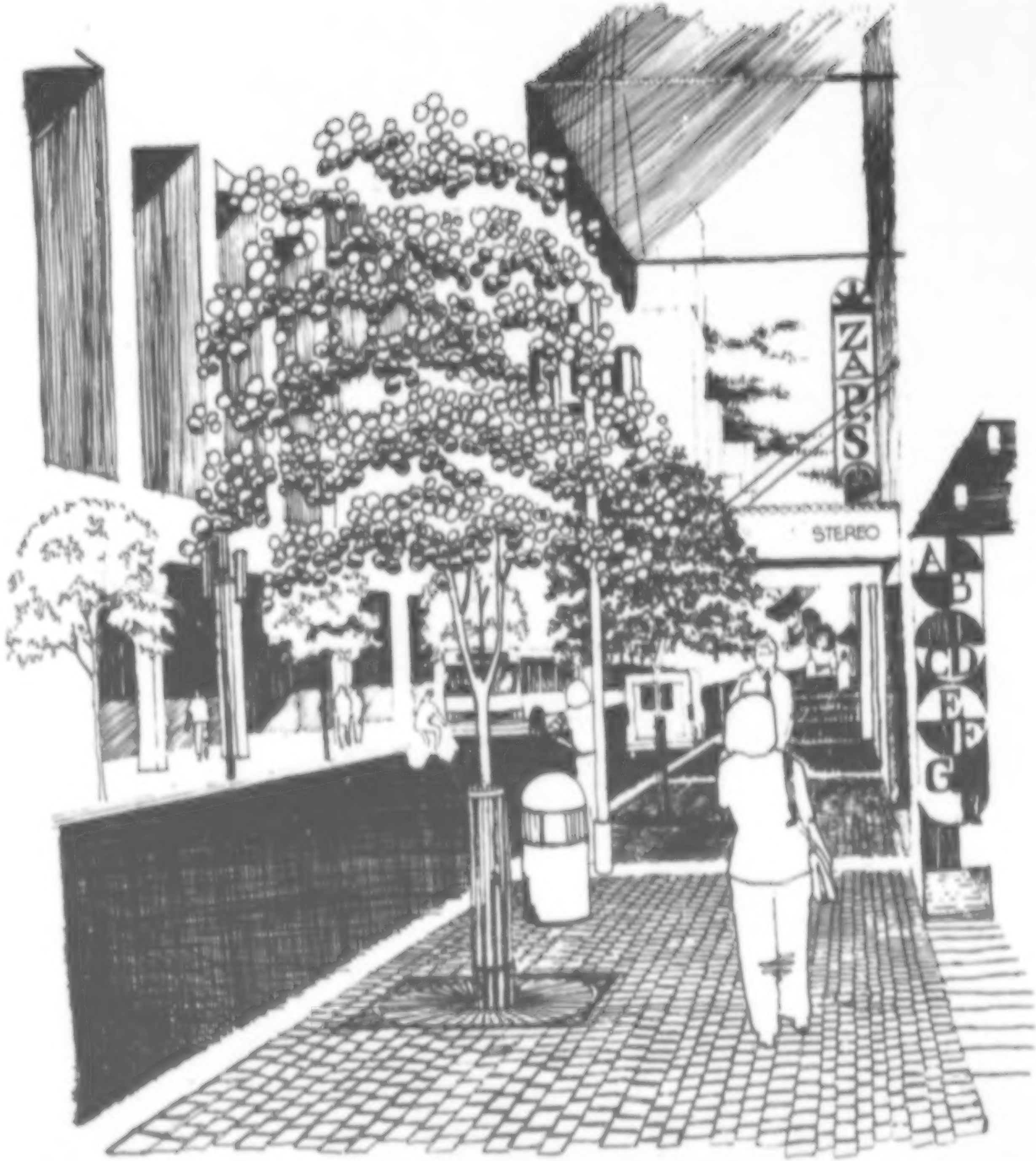
- landscaping and tree planting,
- paving sidewalks and intersections,
- pedestrian-level lighting,
- seating and waste receptacles.

These improvements will begin to establish pedestrian precincts within the Core.

a. Estimated January 1983 cost $285,000

b. Potential sources of funding
  - o Adjacent land owners at time of redevelopment.
  - o Bonus Provisions.




ZAPS
STEREO
A
B
C
D
E
F
G

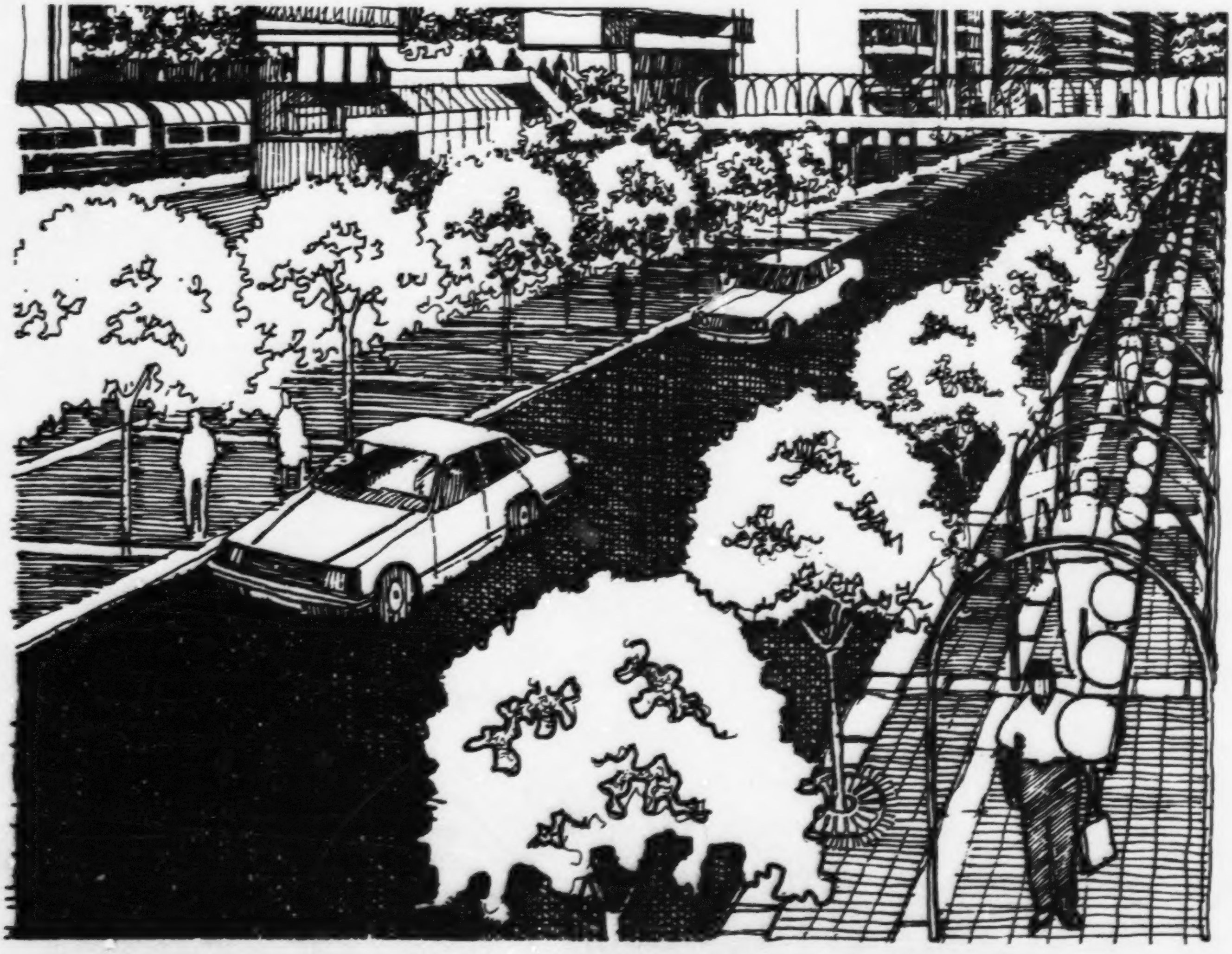
CC-7 Local Road Improvements - Demonstration Projects

- o 8th Avenue S., between 4th and 9th Streets West
- o 6th Street West between 6th & 9th Avenues S.
- o 7th Street West between 6th and 9th Avenues S.

These improvements will begin to establish pedestrian precincts within the Commercial Core, while allowing for a period of testing and refinement of the proposed road system hierarchy.

a. Estimated January 1983 costs $1,750,000

b. Potential sources of funding
- o Adjacent owners at time of redevelopment
- o Bonus provisions.



CC-8 Bus Shelters on 7th Avenue

Improved bus shelters will be highly visible on 7th Avenue and should help to establish the Transit Corridor as a comfortable public environment. These should be integrated into the +15 entry points where possible. A minimum of 10 new bus shelters should be provided.

a. Estimated January 1983 cost $130,000

b. Potential sources of funding
   - o Bonus Provisions
   - o Adjacent land owners at time of redevelopment
   - o Advertising revenues.

CC-9 Improvements to Pedestrian Underpasses

Improvements to underpasses are of a low cost high impact nature. The underpasses function as major entry points into the Downtown. The changes suggested should add sparkle, establish these points as "front doors" into the Core and substantially improve the image of the whole Downtown area.

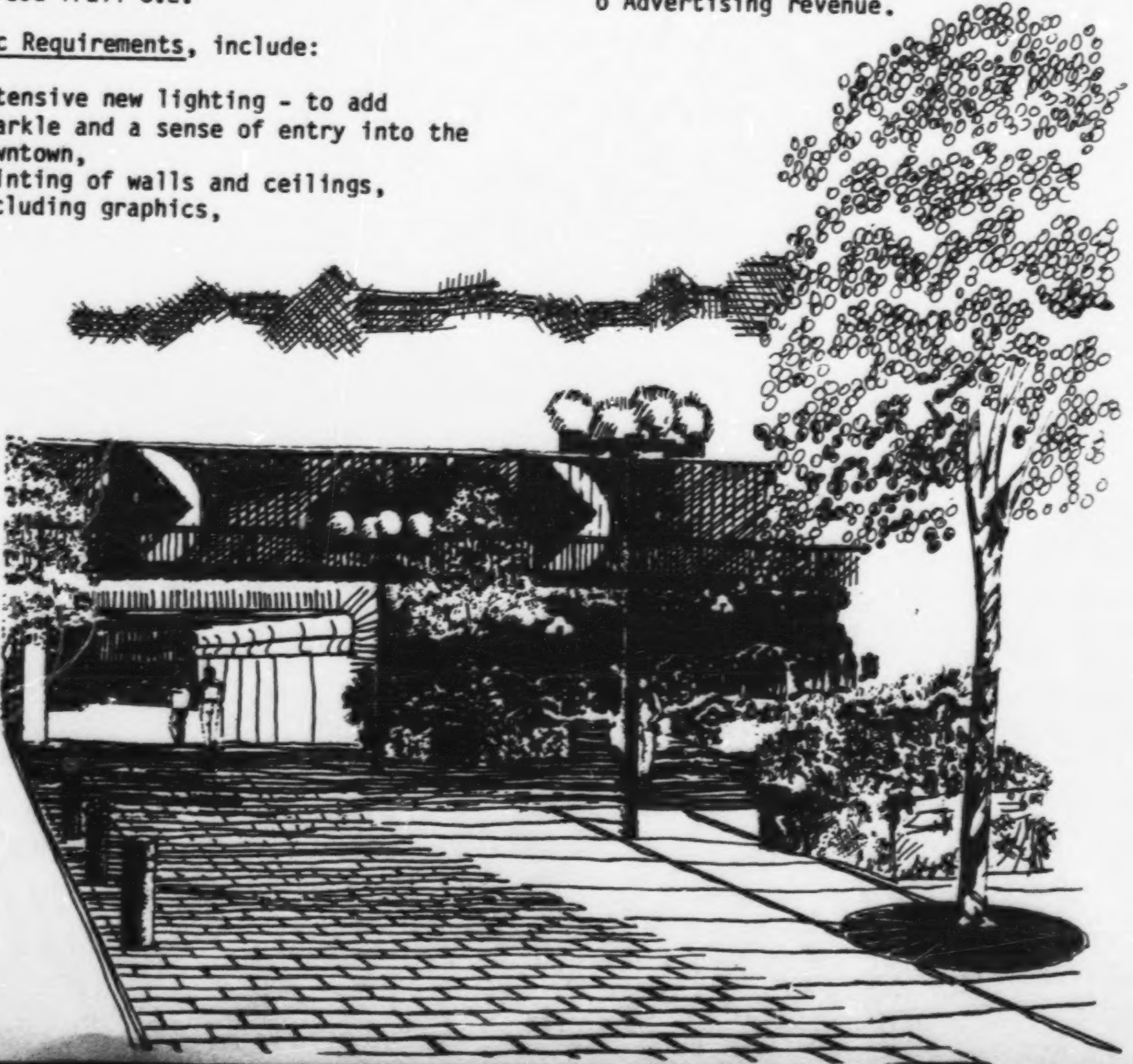
Included are underpasses between 9th and 10th Avenues South at 8th Street W., 4th Street W., 1st Street W., 1 Street E., and Macleod Trail S.E.

Specific Requirements, include:

- extensive new lighting - to add sparkle and a sense of entry into the Downtown,
- painting of walls and ceilings, including graphics,
- paving improvements to the walking surface
- addition of painted handrails where appropriate
- public washrooms, (feasibility of this form of development is subject to further study).

a. Estimated January 1983 cost $575,000

b. Potential sources of funding
   o Bonus Provisions
   o Advertising revenue.



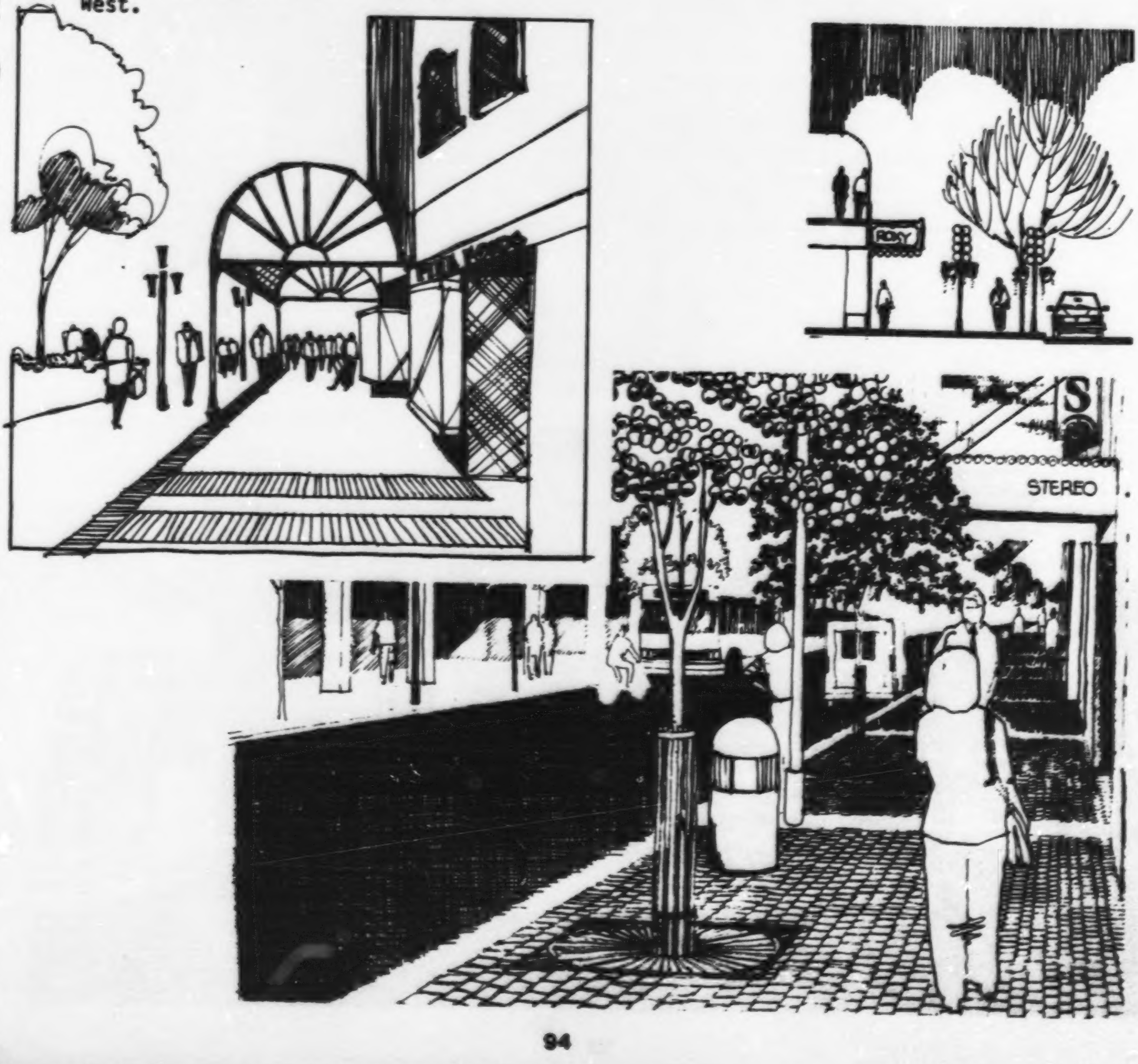
CC-10 Sidewalk Improvements - Southern Access Points

Improvements are proposed to sidewalks and Streets connecting residential areas to the Downtown.

- o Between 12th Avenue South and 10th Avenue South;
  - 8th Street West, 5th Street West, 4th Street West and 1st Street West.

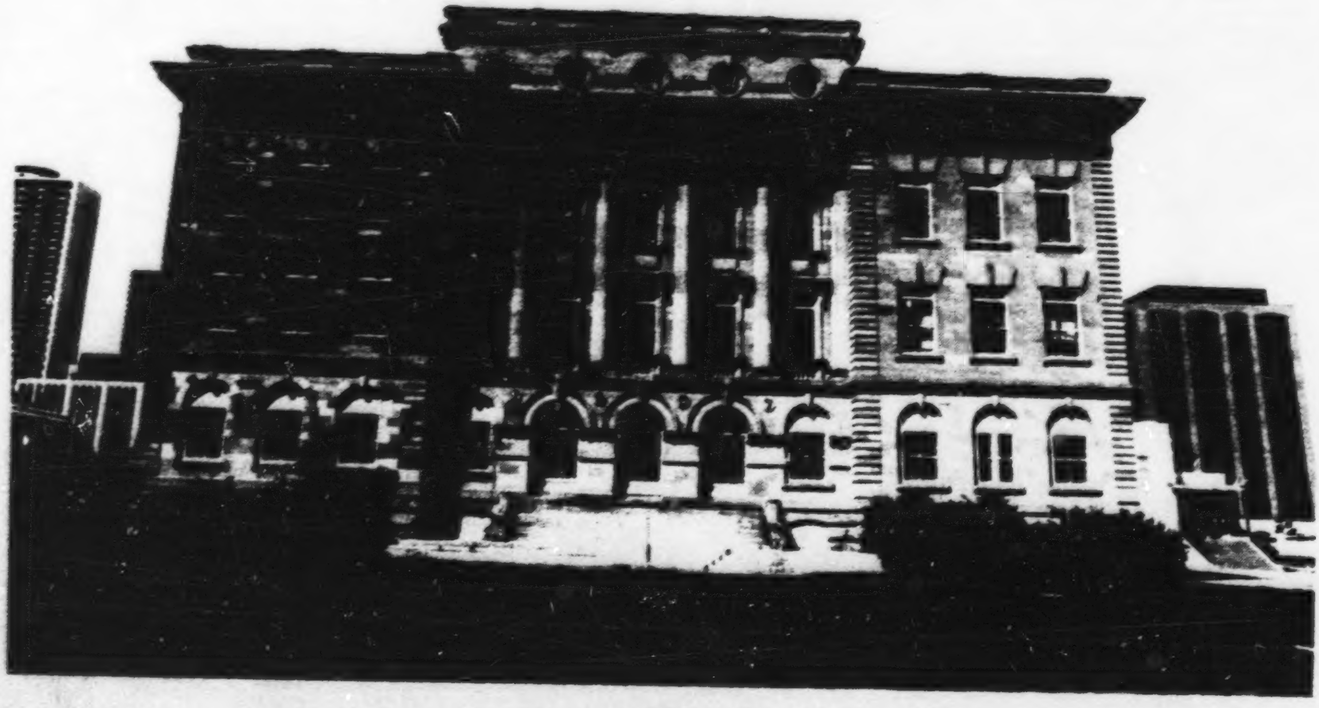
a. Estimated January 1983 costs $800,000

b. Potential sources of funding
  - o Adjacent landowners at time of redevelopment
  - o Bonus Provisions.



CC-11 Public Parking and Park Space - McDougall School Site

This project is being undertaken in conjunction with the Provincial Government and involves the restoration of the original School Building, the construction of underground parking facilities, and a grade level park space. Funding for the parkade construction has been committed by the City, and will be paid for through "Cash-in-lieu of Parking Funds".



CC-12 8th Avenue Promenade - 3rd Street S.E. to 4th Street S.E.

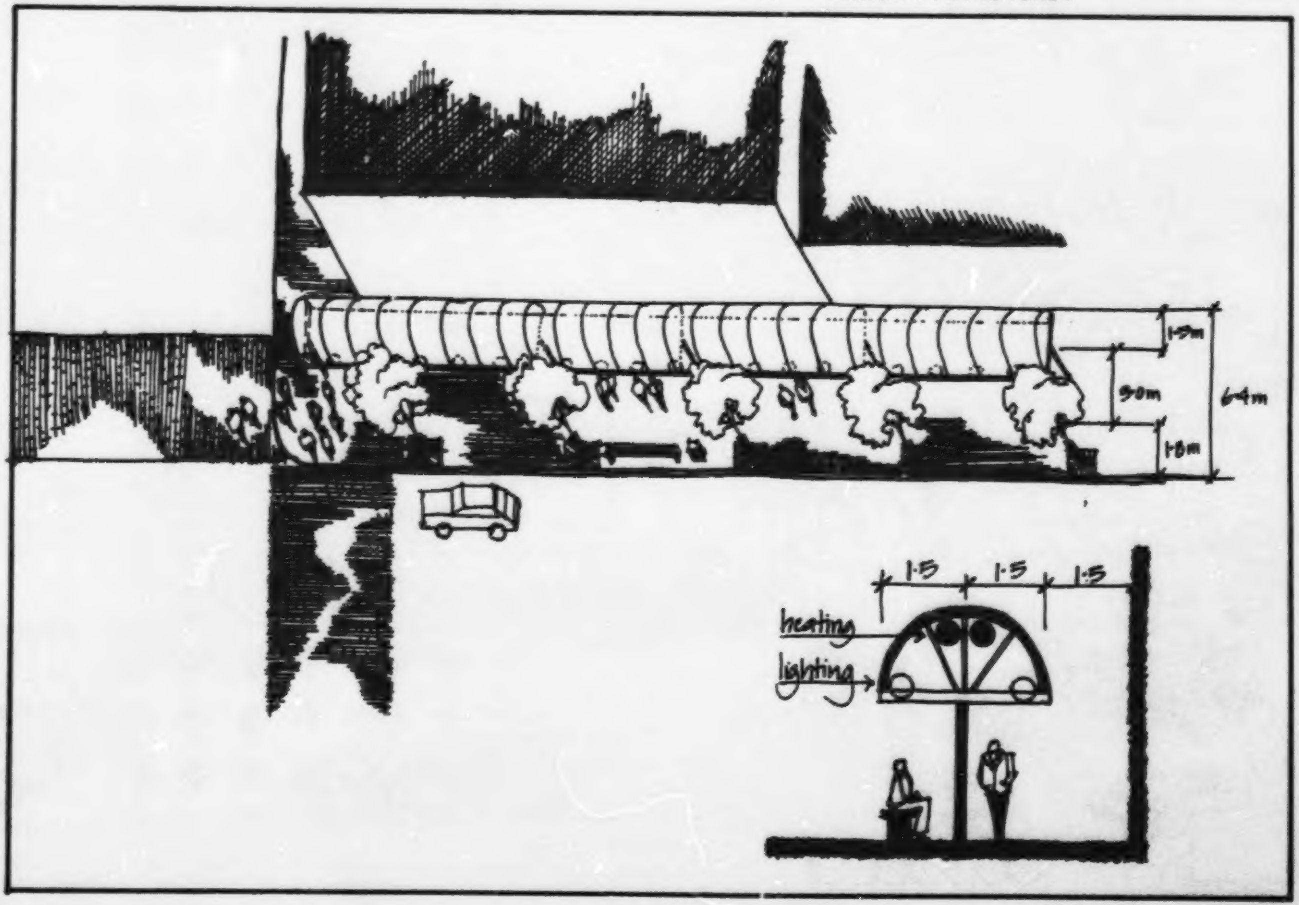
This improvement involves the construction of the Commercial Core portion of a major pedestrian space which in its entirety stretches from 3rd Street East to 6th Street East. This Promenade will link the Core Retail Area and new Civic Administration complex through the East End to Fort Calgary. It will also establish the character of the public environment and demonstrate the City's commitment to improving public areas in the eastern part of the Downtown.

Special Requirements

- A partially glazed canopy provided in appropriate locations concurrent with redevelopment.
- Pedestrian paving material on sidewalks and through intersections.
- Tree planting.
- Seating, waste receptacles, signage, etc.

a. Estimated January 1983 cost $400,000

b. Potential sources of funding
  - Adjacent land owners at the time of redevelopment.
  - Bonus Provisions.



Eau Claire Residential Area

EC-1 3rd Street Mall - North of 2nd Avenue South

This improvement is an important ingredient in establishing the City's commitment to residential areas in addition to providing a major point of public access to the Riverbank for the city as a whole.

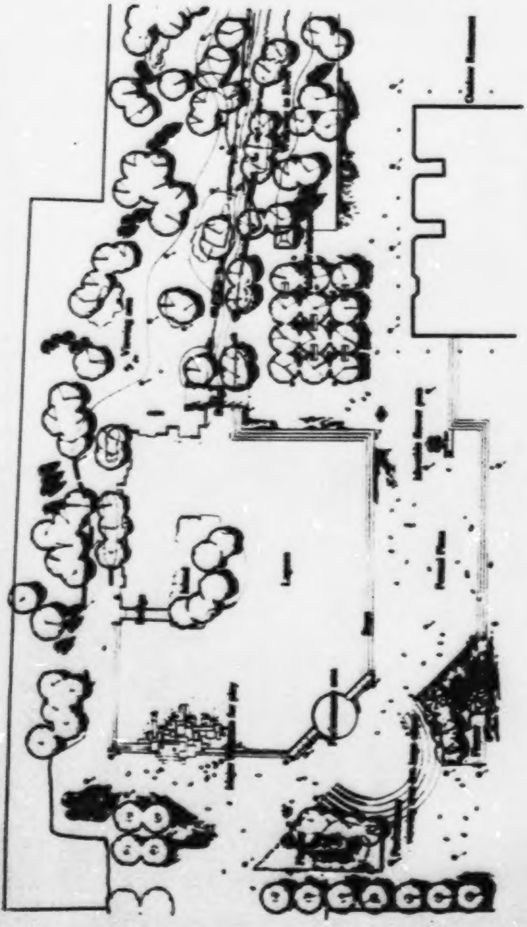
Specific Requirements

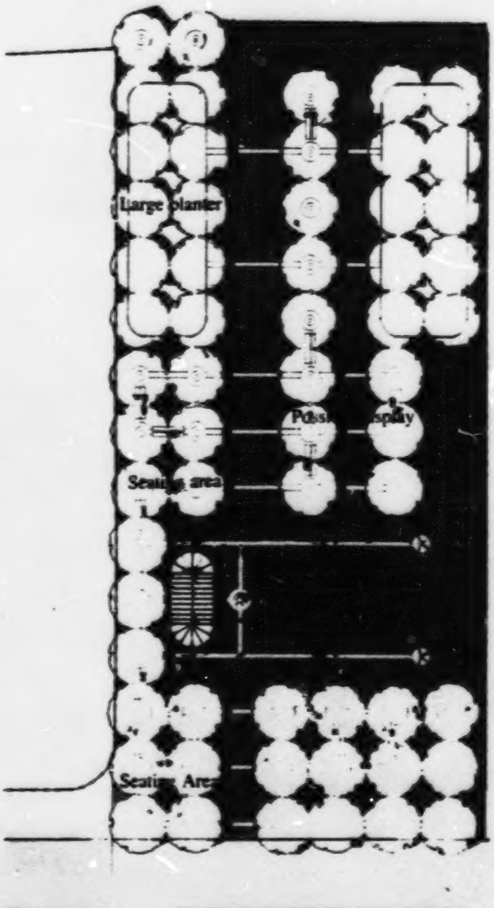
The design of this enlarged segment of the Mall includes extensive landscaping, a large paved plaza, kiosks, a lagoon/wading pool and skating rink, and a performance area. The design of these two important blocks of the Mall will be in character with the rest of the Mall, through the use of attractive lighting standards, mall furniture, surface treatment and planting.

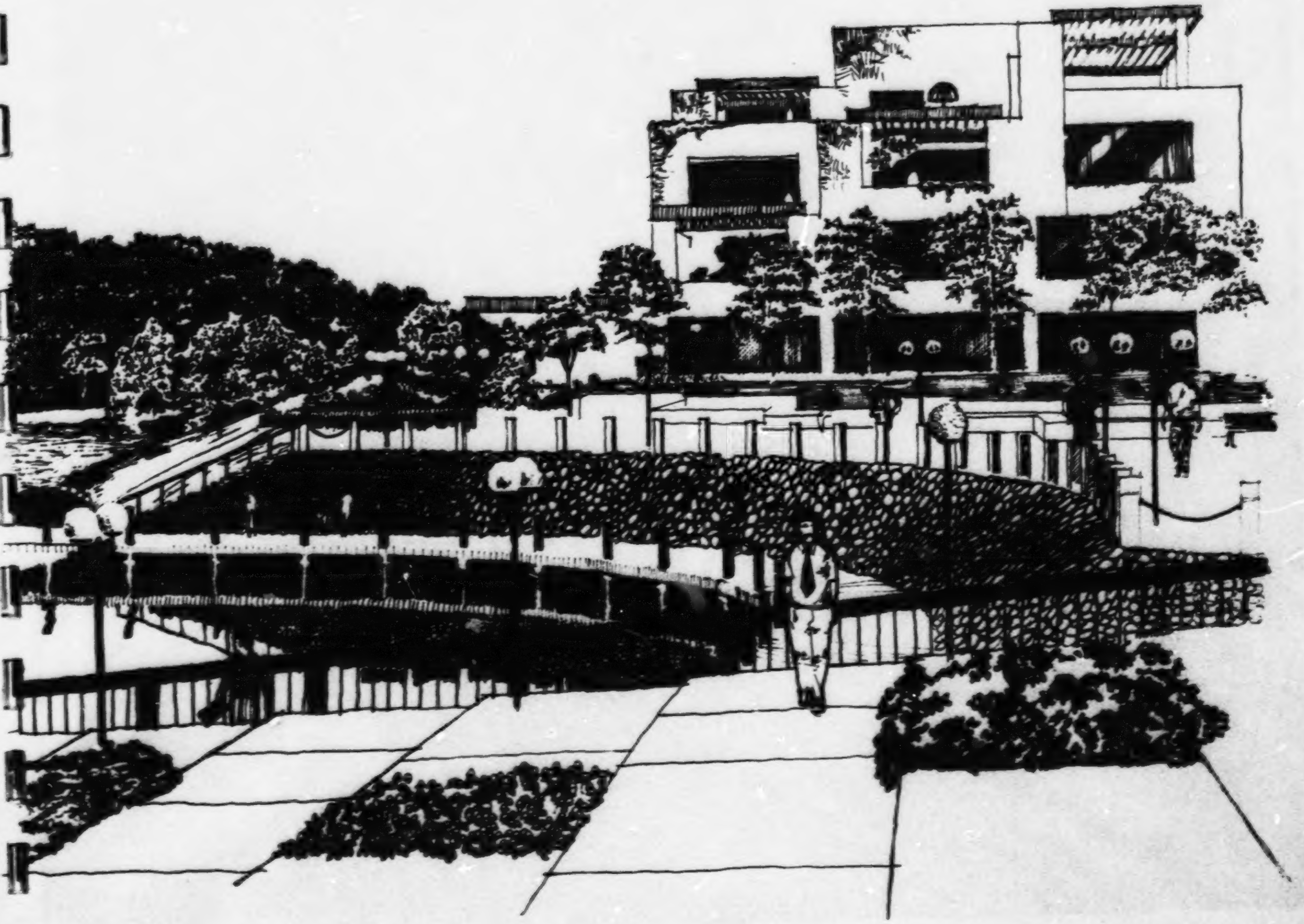
The specific design is being developed in conjunction with private development projects proposed for both sides of the Mall.

a. Estimated January 1981 cost $6,000,000 (this will vary with specific design)

b. Potential sources of funding
   o Adjacent Land Owners
   o Bonus Provisions.







EC-2 Sidewalk Improvements to Local Roads

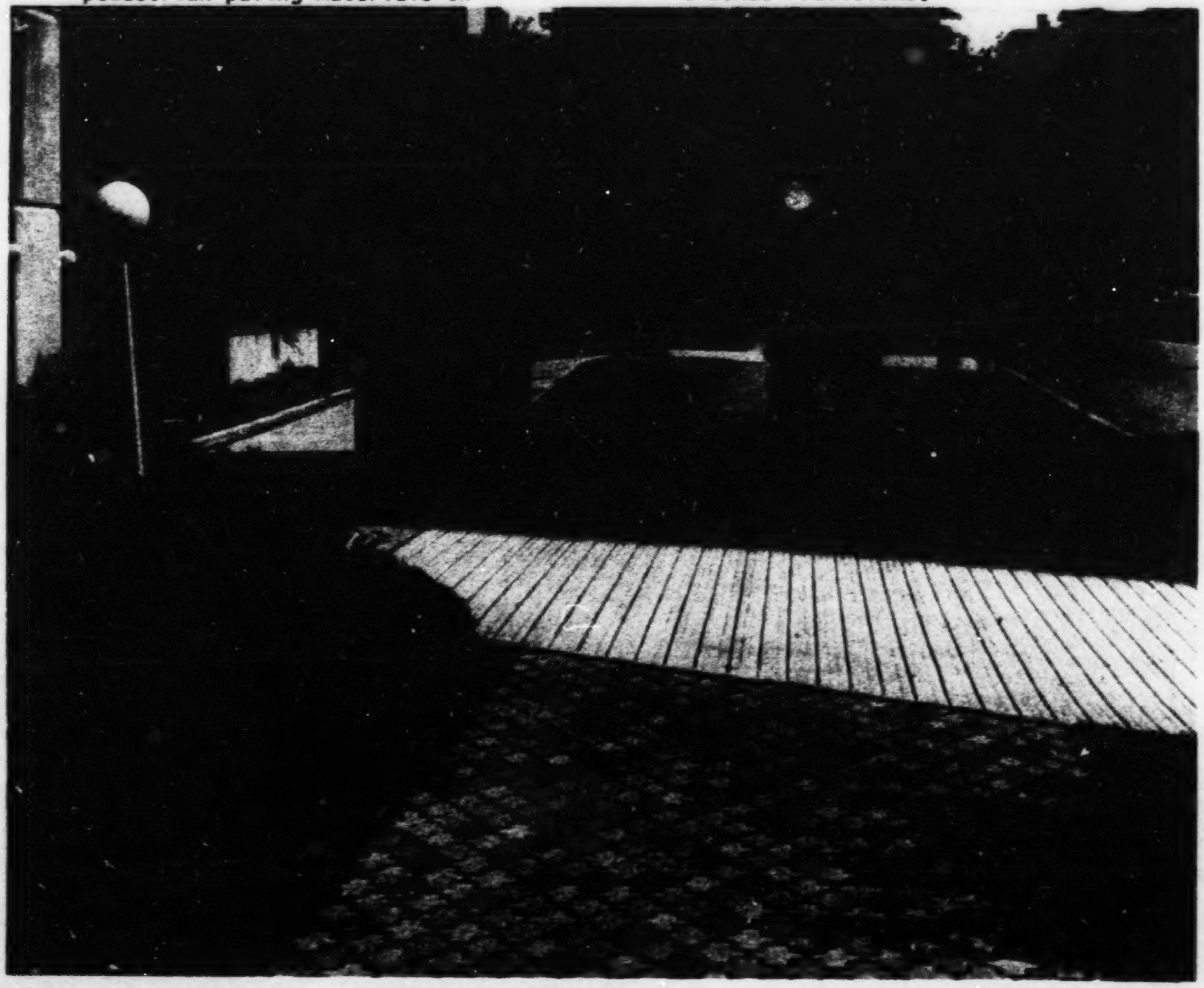
- 3rd Avenue S. between 7th and 8th Streets W.
- 2nd Avenue S. between 6th and 7th Streets W.
- 7th Street W. between 2nd and 3rd Avenues S.

Specific Requirements

- landscaping and tree planting,
- pedestrian paving materials on sidewalks and through intersections
- pedestrian-level lighting,
- seating and waste receptacles,
- signage for bicycle route.

a. Estimated January 1983 cost $600,000

b. Potential sources of funding
  o Adjacent land owners at time of redevelopment
  o Bonus Provisions.



EC-3 Public Signage

This improvement provides for a colorful billboard illustrating the concept for the Eau Claire area.

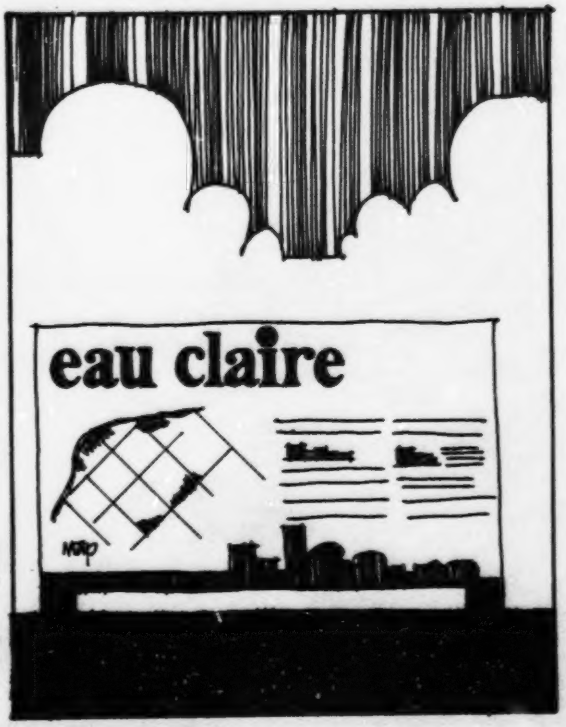
For a minimal expense this simple project will:

1. Demonstrate the City's commitment to establishing Eau Claire as a residential precinct;
2. Make people aware of changes which are under way; and
3. illustrate the potential of the area for existing residents, future residents and landowners.

Specific Requirements

Silk-screened wooden sign 1.3 metres x 2.5 metres with a colored illustration and text.

a. Estimated January 1983 cost $800



East End Residential Area

EE-1 8th Avenue Promenade - 4th Street East to 6th Street East

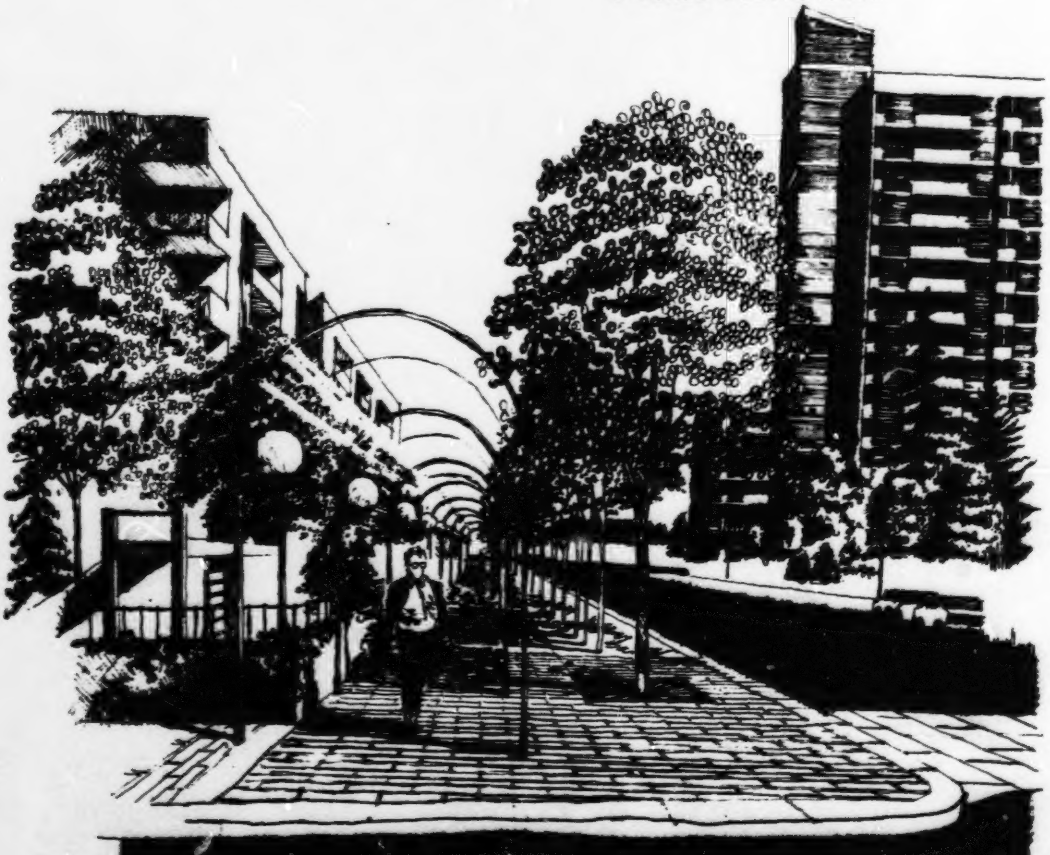
This improvement involves the construction of the East End portion of a major pedestrian space from 3rd Street East to 6th Street East. The Promenade will link the Core Retail Area and new Civic Administration Complex through the East End to Fort Calgary. It will also establish the character of the public environment and demonstrate the City's commitment to improving of the East End residential precinct.

Special Requirements

- o a partially glazed canopy provided in appropriate locations concurrent with redevelopment
- o pedestrian paving material on sidewalks and through intersections
- o tree planting
- o seating, waste receptacles, signage, etc.

a. Estimated January 1983 cost $1,150,000

b. Potential sources of funding
  - o Adjacent land owners at time of redevelopment
  - o Bonus Provisions.



EE-2 Public Signage

This improvement provides for a colorful billboard illustrating the concept for the East End area.

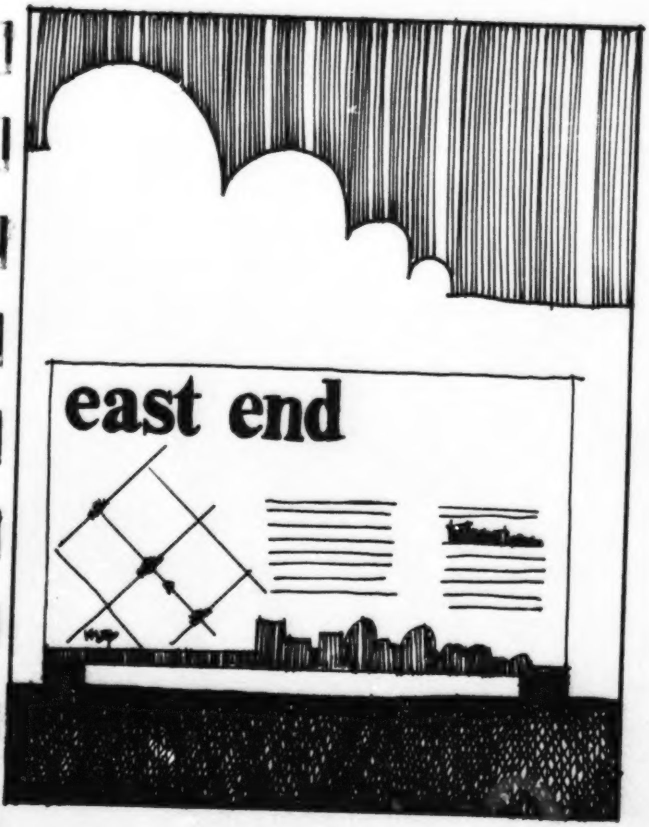
For a minimal expense, this project will:

1. communicate the City's commitment to the East End,
2. make people aware of changes which are under way, and
3. illustrate the potential of the area.

Specific Requirements

Silk-screened wooden sign 1.3 metres x 2.5 metres with a colored illustration and text.

a. Estimated January 1983 cost $800



Riverbank

RB-1 Primary Trail Development

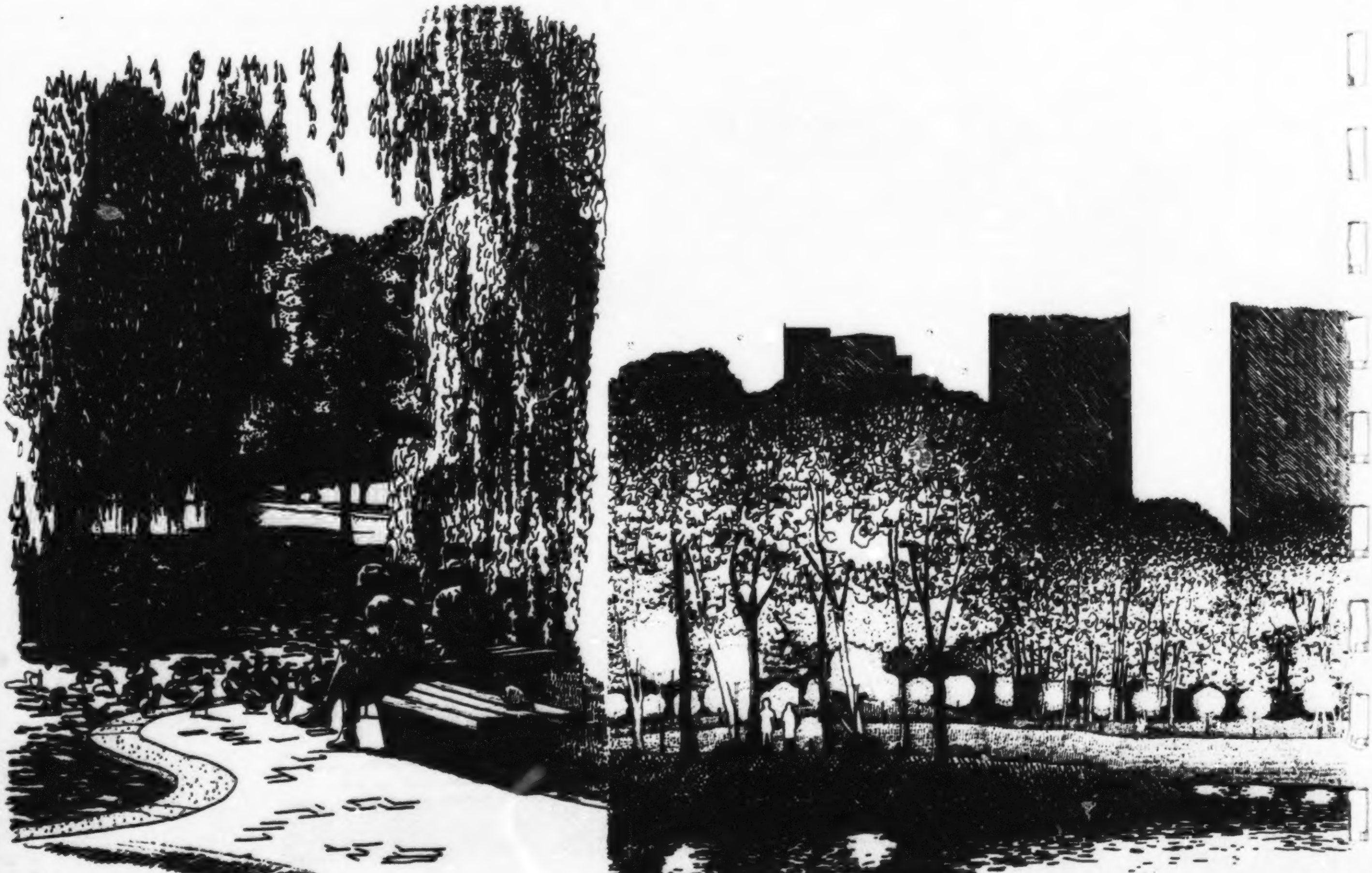
This Improvement involved the widening and lighting of the primary trail from 10th Street West to St. Patrick's Island Bridge. This is considered an important first priority undertaking in that it will be highly visible, extensively used and contribute to creating a safe night-time environment.

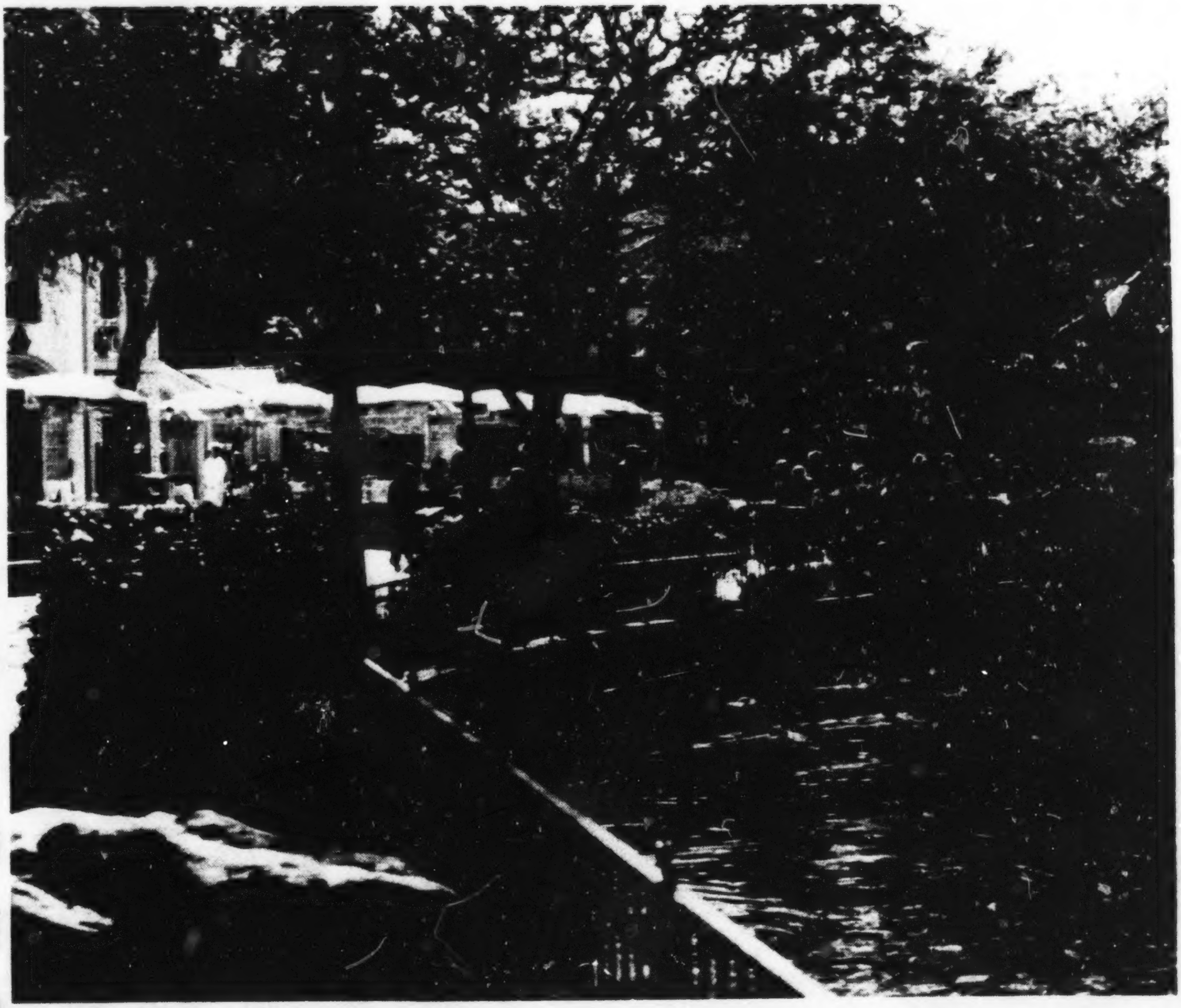
Specific Requirement

- approximately 3 metre wide surface and continuous trail system
- pedestrian level lighting along the entire path with high-mounted, low-intensity supplementary lighting for safety purposes

a. Estimated January 1983 cost $700,000

b. Potential sources of funding
   - Bonus Provisions.





RB-2 Riverbank Promenade

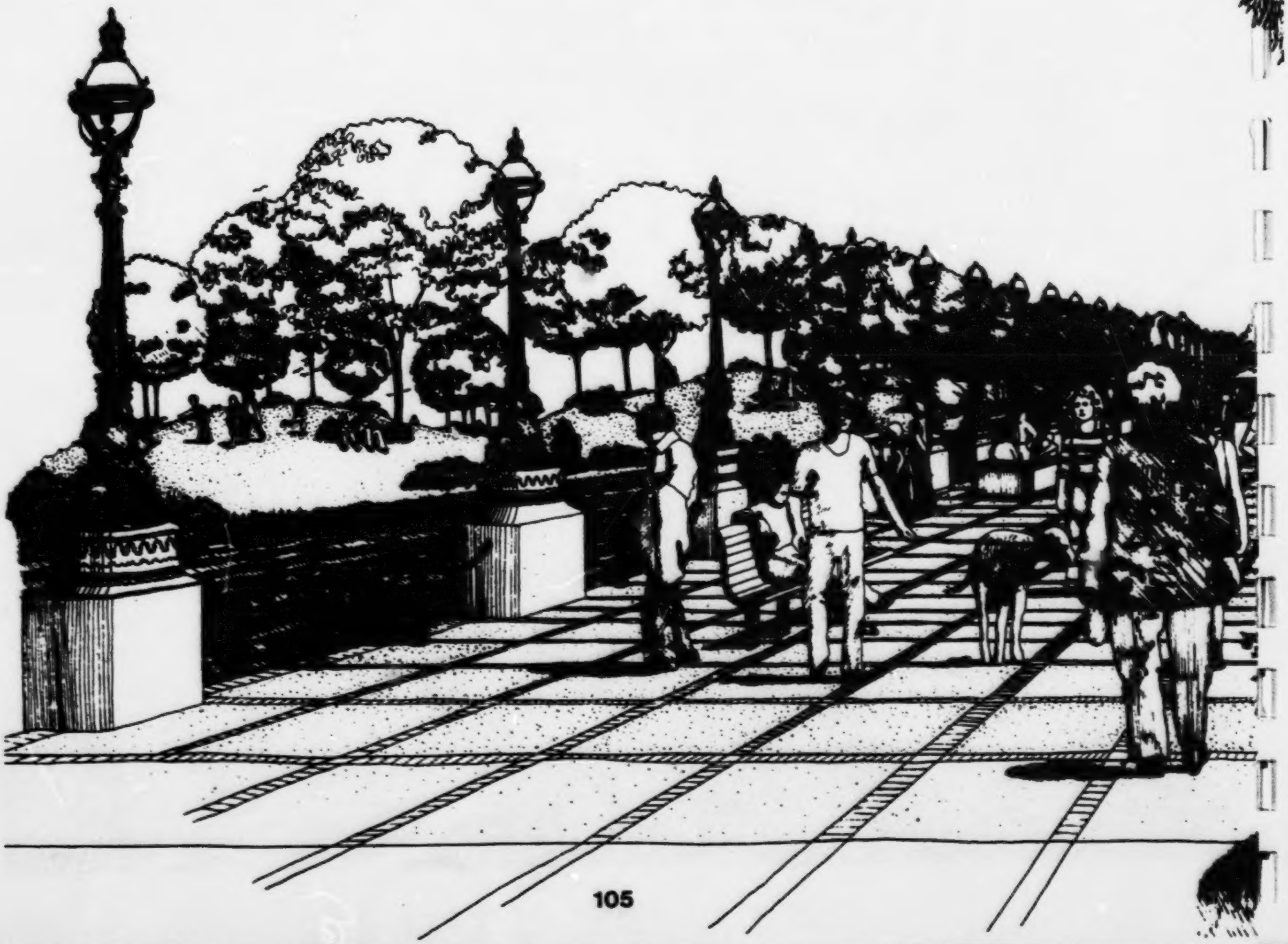
This improvement involves the construction of a major public promenade along the riverbank between the 3rd Street Mall and Centre Street in Chinatown. The timing of this undertaking is scheduled to occur concurrent with the development of the Bus Barns site, possible development of a Farmers' Market, and possible redevelopment of the Greyhound garage property. As such it should produce a high impact change within a short time, which would add a major amenity along with retail activity of a type which currently does not exist in Calgary.

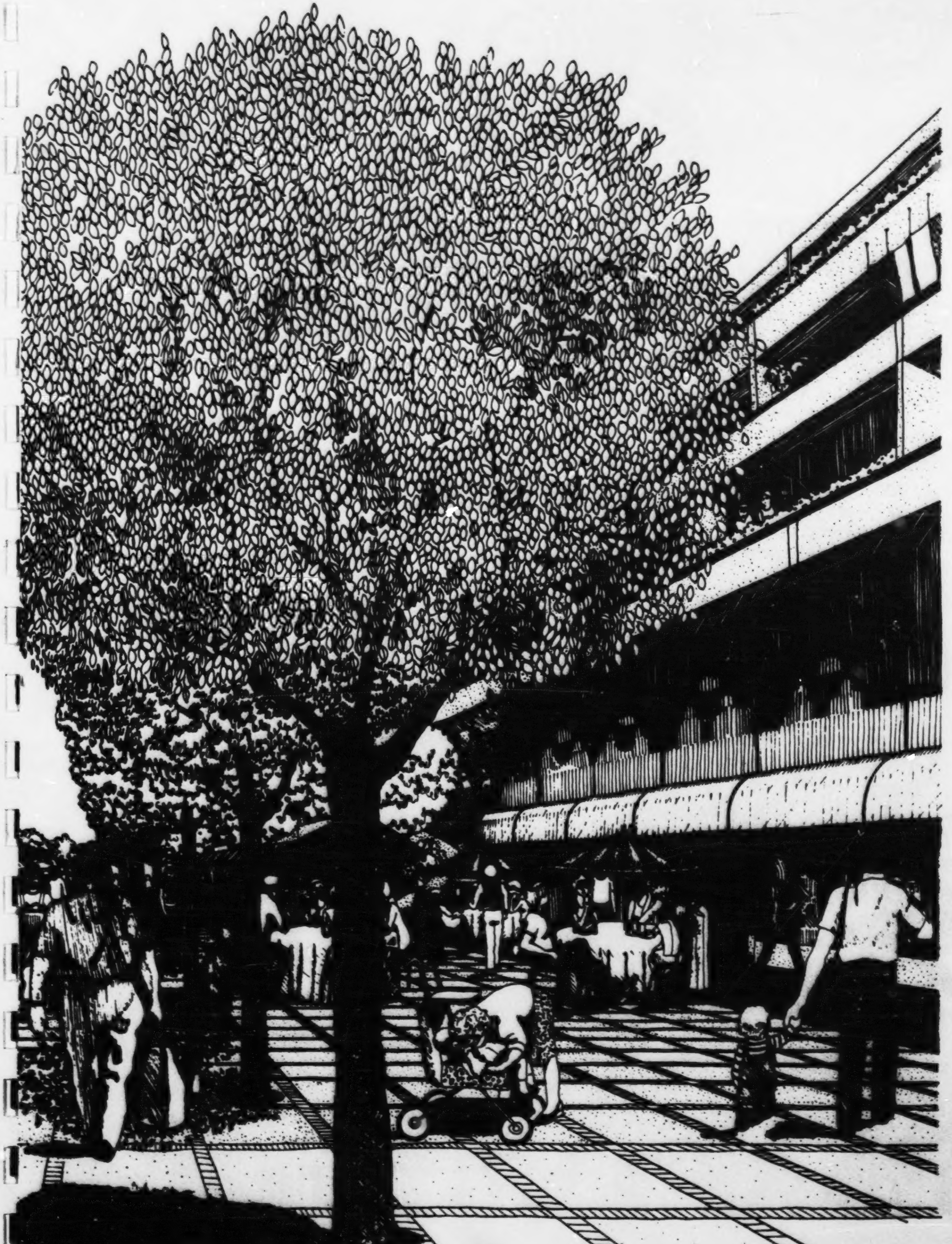
Specific Requirements:

- o paving of the Promenade area
- o lighting of a decorative type to add night-time sparkle
- o tree planting
- o bollards and chain fence
- o extension of lagoon east of 3rd Street W.

a. Estimated January 1983 cost $5,200,000

b. Potential sources of funding
  - o Adjacent land owners at time of redevelopment
  - o Bonus Provisions.





RB-3 Farmers Market

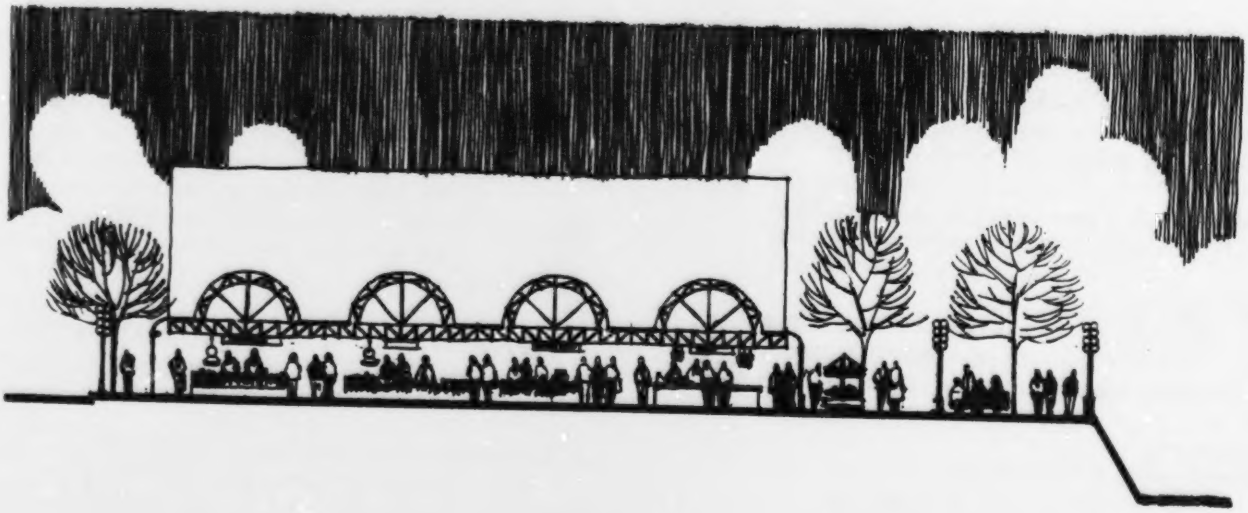
The Market is considered a priority because:

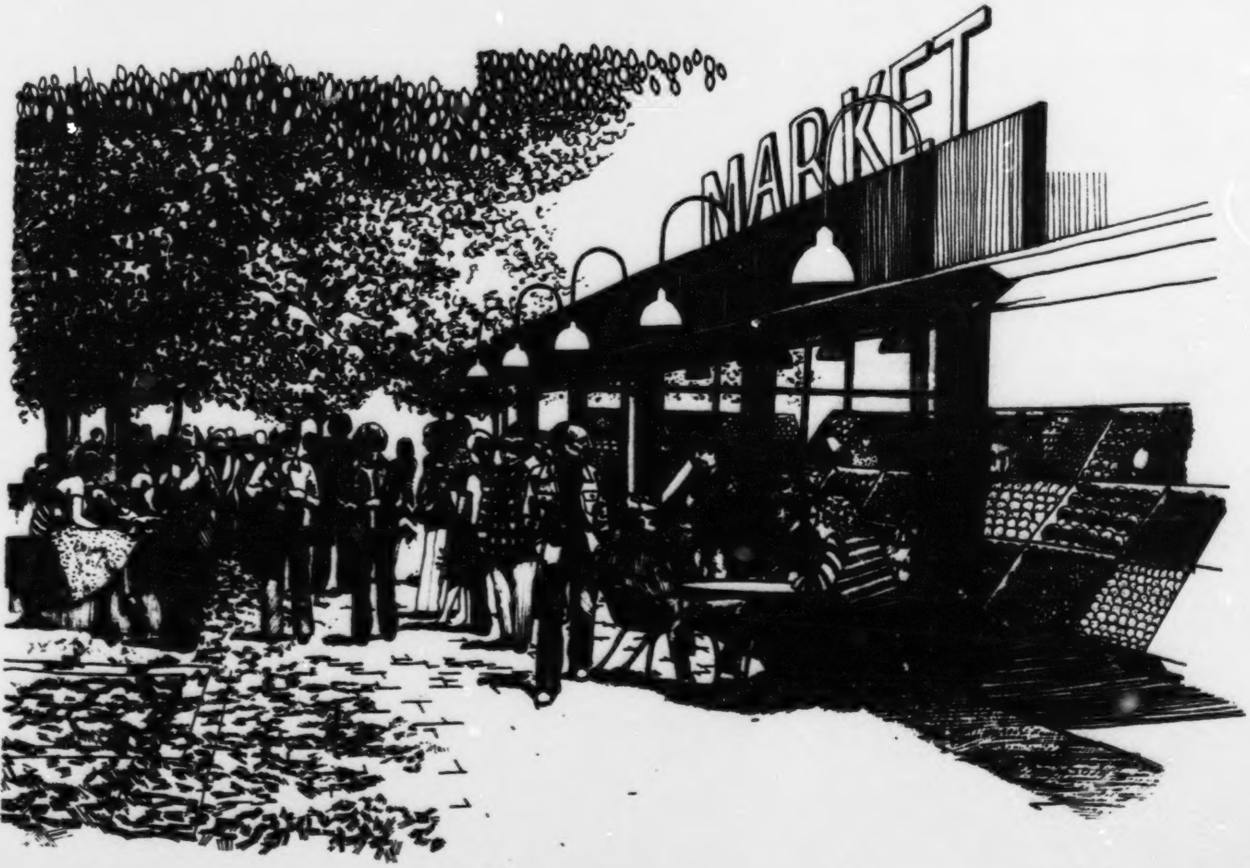
1. it will add a use to the Downtown which currently does not exist,
2. it will add a highly visible and colorful element to the Downtown which contributes activity beyond working hours, and
3. it will attract people to the riverbank area and function as an important ingredient of the Riverbank Promenade (from Centre Street to 3rd Street West).

This improvement priority involves the selection of an appropriate Riverbank site, as well as the provision of a suitable facility.

a. Estimated January 1983 cost $1,500,000

b. Potential sources of funding
   - o Bonus Provisions
   - o Provincial Department of Agriculture.




MARKET

Financial Summary

First Priority Physical Improvements - which are to be used in the overall priorities of succeeding years capital and operating budgets.

Commercial Core Zones 1 & 2
Estimated Costs $8,930,000

Residential Areas

Eau Claire Estimated Costs $6,600,800
East End Estimated Costs $1,150,800

Riverbank

Estimated Costs $7,400,000

Total Downtown Area Priorities

Estimated Costs $24,081,600

Part D Administrative Framework

City Council has directed that the goals and objectives of this "Handbook" be used as basis for the design of future capital works in the Downtown. If the proposals contained in this "Handbook" are to become a reality, the establishment of an implementation mechanism is critical. In order to ensure that all the many recommendations are carried out and that the efforts of the numerous actors involved are co-ordinated and directed towards a common goal, City Council has approved the following framework:

a) that the Public Systems identified in the "Core Area Policy Brief" and elaborated on the "Handbook of Public Improvements" be approved in principle.

b) that the appropriate Departments be directed to bring forward to Council a budget for each "First Priority" item as detailed in the "Handbook of Public Improvements" within future Capital and Operating Budgets.

c) that the Planning Department be directed to identify priorities among the remaining improvements related to the Public Systems in the Plan on an annual basis in response to conditions in the area. Further, that the Planning Department develop the details of these Public Systems in the "Handbook of Public Improvements", and that the appropriate Departments bring forward detailed annual budgets to Council to implement these improvements.

d) that Council establish a broadly based Citizens' Committee with representatives of related interest groups to:

   i) advise the Planning Department in preparing annual recommendations with respect to the identification of Downtown public improvement priorities.

   ii) assist the Planning Department to establish and operate monitoring systems whereby the effects of the "Handbook" and "Core Area Policy Brief" can be evaluated on an ongoing basis. The Planning Department should report annually to Council on results of the monitoring and should also bring forward amendments to the "Handbook" as required.